

# AudiTuner

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**RS4 TUNING GUIDE**  
Get more power  
out of your B7



THE PERFORMANCE AUDI MAGAZINE

## RS6 Unleashed

Stunning C5 is packing 573ps

**460BHP S3**  
Home-built 8P

**S2 SALOON**  
Ultra rare 4-door



### S4 BEATER?

Can a tuned 3.0 TDI offer  
S4 thrills? We find  
out

## Insane R8

Rotiform's star of  
Worthersee



**Plus**

### GTI INTERS

The best Audis from  
GTI International



### HOW TO...

We fit KW coilover  
springs to a B8



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# Welcome to AudiTuner



**A**t the time of writing I've just returned from Audis in the Park. All I can say is, wow – what a scorcher! Glorious weather, hundreds of stunning Audis of every description, nice people and a great atmosphere. It's fair to say I was impressed. A big well-done to Calvin and the AITP crew for a cracking effort. Huge thanks also to everyone that came over to say hi, buy a mag, a subscription or just to say they love the mag. I'd also like to thank the lovely Abi (that's the missus) for manning the stand in soaring temperatures and to good friend of the mag, Gavin Dawes, for helping out, too. Top work guys! We'll be bringing you a huge AITP report next issue, so don't miss it.

Talking of shows, we announced last issue that we're launching our own event and we can now give you a bit more info about it.

VAG Tuner Expo takes place on 25 October at Donington Park Exhibition Centre. It will bring together the cream of the UK aftermarket and tuning scene under one roof. Aimed at VW Audi enthusiasts, it's the perfect opportunity to get up close to the latest tuning parts and speak to the experts. With big names already booked including Tarox, Revo, KW, Milltek and Eibach, plus our headline sponsors Bilstein and Adrian Flux, it's going to be an exciting event for any VW Audi tuning fan. There will also be a Top 20 Performance and Power competition, plus club parking, live demos and lots more.

To book tickets for VAG Tuner Expo (just £15 per car), head to our new online shop – [www.VAGTuner.co.uk](http://www.VAGTuner.co.uk). Check out [facebook.com/VAGTuningshows](https://www.facebook.com/VAGTuningshows) for regular updates.

And as if that wasn't enough to get your Audi juices flowing, we've put together another cracking issue of AT – filled with the finest tuned cars, tech guides and other great stuff. We even managed to shoot our cover car, the stunning RS6, at AITP – so big thanks to Darren Burt for hanging around while our man, AJ Walker, worked his magic with the camera.

Davy Lewis, Editor

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See page 100

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### This Issue wouldn't have been possible without:

Abi Lewis, Gavin Dawes, AJ Walker, Jape Tiitinen, MRC Tuning, QS Tuning, Audi UK

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573ps, 881Nm C5 perfection



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# FRONT END

## VAG Tuner EXPO

THE SHOW FOR PERFORMANCE AUDI & VW TUNERS



*AudiTuner launches a brand new, indoor event for Audi and VW tuners on 25 October...*

Last month we announced our brand new event, dedicated to VW Audi enthusiasts. VAG Tuner Expo, in association with Bilstein and Adrian Flux, kicks off on 25 October at Donington Park Exhibition Centre.

We've got together the cream of the UK's tuning and aftermarket companies to showcase their products and services for performance VWs and Audis. We thought it was time for an indoor event that the weather can't spoil, where people can get up close to see the latest tuning parts; chat to the experts and get some free advice. Think of it as a mini Autosport for the tuning scene.

From an ECU remap or tuning box, through to brakes, suspension, tyres, exhausts, air filters, intercoolers, turbos and superchargers, plus much more – there's guaranteed to be something for everyone.

We will be there with some of the UK's finest tuned Audis, and giving away an exclusive goodie bag containing a free copy of AudiTuner, plus product samples. The goodie bags alone are worth over £10, so that makes the £15 per car ticket price even more of a bargain.

Although there's a strong tuning focus, there will be plenty of other products and services on display, including wheels and tyres, air-ride systems, bodywork/aero enhancements, car care/detailing, vinyl wrapping/paint protection, audio/navigation, insurance services and more.

We've set aside a huge area outside, for the clubs, so people can park up together. There will also be very limited availability inside the hall for a number of club cars.

Inside, the UK's premier tuning and aftermarket companies will be showing off their latest performance parts, as well as their tuned demo cars. We are also taking submissions for our Top 20 Show and Shine competition as well as our Power & Performance Top 20. To submit your car for either category, please email no more than two pics and a brief spec, using the title 'VAG Tuner Expo Top 20' to davy@audituner.com.

Tickets are priced at just £15 per car in advance. Head to [www.VAGTuner.co.uk](http://www.VAGTuner.co.uk) to book yours.





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gadgets and more



**P20:  
New Car**  
The mighty  
605ps S8 Plus



**P24:  
Cover Star**  
RS6 – total  
perfection



## IN BRIEF



### RS Q7 CONFIRMED

Our source at Audi has revealed that the mighty Q7 will be receiving the RS treatment. No word on engine spec or any other details, suffice to say expect it to be a beast! We'd reckon on a large capacity TDI, possibly the 4.2 unit, with a brace of uprated turbos (possibly electric) and power in excess of 450bhp. This would give the Q7 the kind of firepower to take on rivals, from BMW, Mercedes and Porsche.



### AUDI SPORT CENTRES UPDATE

We spent the morning at our local dealer, Bristol Audi recently and in between using their business lounge to work on the mag while drinking their excellent coffee, we noticed the Audi Sport area being created. Audi Sport will focus on S and RS customers, to give them the unique experience that comes with these performance models. The new dealer centres should be live by the autumn – more news when we have it.



### RS3 ARRIVES WITH TUNERS

The launch of the new RS3 has been big news for Audi, but the tuning companies have also been very keen to get hold of the newest hot hatch. QS Tuning, amongst others will be developing tuning solutions for the 2.5 TFSI and with quattro 4WD, and big power potential, we expect some very exciting things from the medium size RS.





# FRONT END

## FORGE ACTION DAY 12 September

*Join us for some track action at Castle Combe...*



One of the hottest track based events is only weeks away, so make sure you book your tickets soon. The Forge Action Day takes place at Castle Combe in Wiltshire and is sure to attract a diverse and exciting range of tuned cars. There's always a large trade support, as well as drift demos and of course a full days of high octane track action. Audis and other VAGs always feature heavily and we'll be there with a large stand to show off some ex-cover cars and sell subscriptions.

*The Forge Action Day is always well attended, so to avoid disappointment, head to [www.castlecombecircuit.co.uk/events/action-days.asp](http://www.castlecombecircuit.co.uk/events/action-days.asp). Tickets are £12 in advance, or £15 on the gate.*



## AITP7 WAS HUGE!

*The biggest Audi event just got even bigger*

At the time of writing we've just returned from Audis in the Park and we have to say – what a scorcher! Not only was the weather positively Mediterranean, but the turn out was fantastic. Every conceivable model of Audi was on display, with some very

special, rare treats including an RS2 saloon shipped over from Ingolstadt for the event. We'll bring you an in depth report next issue, but for now keep your eyes on our Facebook page: [Facebook.com/AudiTunerUK](https://www.facebook.com/AudiTunerUK) to see some of the highlights.



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# LIFESTYLE

*Cool gear for Audi fans*

## AUDI 90 QUATTRO

This is a replica of the Audi 90 quattro that was driven in the 1989 Mid Ohio 200 Miles race by Hans Joachim Stuck. It's a superb, well made 1:43 scale Minichamps model, which comes in a special presentation box. Use code AT010 when ordering to receive a 10 percent discount for AudiTuner readers, thanks to those nice chaps at Racing Models.

**Price:** £46

**From:** [www.racingmodels.com](http://www.racingmodels.com)



## CASIO EDIFICE WATCH

This is a limited edition model designed in collaboration with the four-time Formula 1 champions at Infiniti Red Bull Racing. Positioned as the hero model in a strictly limited spring/summer collection, this classic timepiece features beautifully crafted stainless steel construction throughout. Beneath the scratch-resistant mineral glass cover lies attractive ion-plated bronze details on the watch face, a special long-lasting luminous coating on the hands and hour increments, and a clear date display. Meanwhile, the inner workings include radio-controlled adjustment that ensures the most accurate time is displayed wherever you are in the world, and stopwatch functionality for when split-second timing is needed. In addition, thanks to a case sealed to a water resistance classification of 10bar pressure, the new Casio Edifice EFR-544RB-1AER strikes the ideal balance for active wearers.

**From:** [www.casioonline.co.uk](http://www.casioonline.co.uk)

**Price:** £210



## REVO BADGE

The perfect addition to any Audi running Revo upgrades, these high-quality, chrome badges can be fitted to the wings or rear of your car, with additional 'Stage' badges also available. Simply apply the sticky backed badge to your car for that finishing touch.

**Price:** Badge £20; Stages £3 each

**From:** [www.revomerchandise.co.uk](http://www.revomerchandise.co.uk)



## OMEGA SPEEDMASTER DARK SIDE OF THE MOON

The Speedmaster is perhaps Omega's most famous model and has become synonymous with space exploration with NASA astronauts wearing them. This limited edition, Dark Side of the Moon, model is finished in a dark ceramic, giving it an understated, but very stylish look. The Vintage Black has brown hour indexes to match the "vintage" Super-LumiNova used on the hands and dial. The tachymeter scale is also embedded with the same colour of luminous coating. It has a brushed ceramic case and a matte ceramic dial. The centrally mounted hands are blackened, while the subdial hands are brown.

**Price:** TBC

**From:** [www.omega.com](http://www.omega.com)





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# DRIVEN MAD



*The Ed gets a bit wobbly when he has to actually leave the office and go out to a meeting...*



I went to a meeting today. Nothing unusual in that you may think, but for me it was a turning point.

For starters, I had to wear a shirt. That's right, a proper shirt, with buttons and everything. I also dug out a tie, wore some sensible shoes and even put my specs on. I caught sight of myself in the window on the way out of the house and the words end and bell sprang to mind. But hey-ho, this is what's expected for meetings.

I should explain that I was off to a meeting with one of the world's largest companies. I'd heard rumblings of editorial staff arriving in trainers, to be greeted with the same enthusiasm you'd expect from a chap called Big Dave on the door of a northern nightclub (why is it you have to wear shoes in all northern clubs?). Anyway, I digress. Where was I?

Oh yes, that's right, so I'm dressed like a complete fanny. I get into my A6 TDI estate and head for the M4 to join rush hour traffic. As I set the cruise control and select Radio 2, it suddenly dawns on me that this must be what it's like to have a proper job.

Now, don't get me wrong here, I have a job, of course – you're reading it right now, with your eyes. But, and this is a big but, it doesn't *feel* like a proper job.

I'll give you an example.

While many people have to dress a certain way to earn their crust, I can wear whatever I like. If I fancy sitting around in a pair of shorts and a t-shirt, then I can (and often do). If it's cold, I might pop a nice comfy pair of slippers on. If it's really hot, I've been known to sit at my desk, in my pants.

What do your co-workers think about this? I hear you cry. Well, I work at home, so not much (though there was that time the window cleaner was a tad surprised).

I also get to write about cars all day. I love cars – especially ones with four rings on the front – so this is more like a hobby than work. I speak to Audi fans all over the world on the phone and via messenger and get to chat to some really cool people.

It's not all a bed of roses though. When deadline approaches it's all late nights, bleeding eyeballs from staring at my Mac for 14 hours, and a raver's jaw from drinking 19 coffees to stay awake. But hey, I'm not complaining – I genuinely love this job. How many people can say they edit their own car magazine?

The thing is, when I have to go out of the house – sorry, I mean office – it feels

a bit weird.

Part of my job involves photographing cool Audis for features, which is fine, as it's usually nice and relaxed. But the commercial side involves presenting oneself to often quite large and very respectable companies. You cannot rock up in shorts and flip flops, high-five the MD and expect them to take you seriously. Oh no.

Which brings me back to my sales rep get-up at the beginning of this column.

What surprised me was how quickly I took to it. Within seconds of setting the cruise control, I'd begun booking further meetings via my A6's MMI system – all at a steady, economy focused 70mph.

By the time I'd arrived at my meeting, I felt like that dude off *Wall Street*, ready to go in and nail some deals. I had a shirt; I had an agenda and I'd parked my big black Audi estate, next to all the other big black Audi estates.

Fortunately, as soon as I went into the meeting, I stopped being a penis. I realised it's best to be yourself and had a good old chat about Audis with a very nice man called Rich. Turns out he's just like me and he's got a *proper* job.

After a great meeting, I got back in the car, removed my tie, switched to Kiss FM and stuck the A6 in Sport, before booting it off up the road with some old school garage giving it full chat through the Bose. Winner.

So what's my point?

Well, I'm not sure I have one, other than that it doesn't matter what job you do or what kind of Audi you drive, it's what's inside you that counts. Don't let others label you due to the make or model of car you drive – I know some very cool people who drive boring sensible cars, and some utter dullards with awesome big-power RS6s. Just enjoy the ride, kids.

Right, I have to go now as I'm getting funny looks from people at Reading Services – what's their problem? Never seen a man working in his pants before...



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# INBOX

Your comments and thoughts



## Power figures

Great to see the recent TDI feature cars and tuning guide. A lot of the articles talk about bhp and torque, which gives an understanding of how the tuning improves the car. But what about when you want to understand it in simpler terms – what does it do to the 0-60 time? Is there anyway to work this out? Keep it coming.

Andy, via email

*We always ask about performance times when we feature a car. Some people have measured it with on board GPS-based kit, while others have done it the old fashioned way with a stop watch. Whenever we can test a car ourselves we do so, although not everyone is keen to subject their pride and joy to some full bore, standing launches. For that reason it's usually the tuning companies with their own demo cars which are keen for us to test them fully on a private road or airfield. We've done this with cars from MRC Tuning, Revo and several others.*

*In terms of working out the 0-60 time, there's no way of guessing it; it's all down to driving the car and finding out. I've been in cars with huge amounts of power that give a poor 0-60 simply because they can't get the power down. But I've also driven cars with moderate power that are so well set-up, they produce staggering 0-60s (the latest S3 with just a tuning box fitted being one of them). As ever, the 0-60s get all the headlines, but it's the in-gear acceleration and torque that really counts, as this is what makes cars feel fast on the road. Most of us don't launch our cars regularly, but we all plant the throttle once rolling to see how quick they are. This is where some of the big torque TDIs come into their own.*



## Whoops!

In last issue's Goodwood report we forgot to credit the opening pic of a quattro rally car to Ann Chinsang, better half of Calvin, aka Mr Audis in the Park. Sorry Ann!



## Good advice

I read with interest the tech feature with the Eibach A4 in issue 7. I've been looking for a way to adjust the caster and camber of my B8 A5 and the upper control arms have solved my problem. I've ordered a set and will have them fitted and a full geometry setup afterwards. Keep the tech guides coming guys!

Steve, via email



## B5 fan

Hi guys, I'm a B5 fanatic and when I saw AudiTuner with the Hanover Hardcore wide body RS4 in, I had to buy it. That car is all kinds of awesome. I've seen it on YouTube doing mad speeds, but didn't know much about the spec, so it was great to read all about it. I'd like to see it go up against the MRC Tuning B5 wide body you featured – who do you think would win?

Al, via email

*We agree Al, Philipp's B5 is an amazing car. As for putting it up against Doug from MRC's wide body, who knows which would be fastest? Maybe it'll happen at a VMaxx event one day...*



## Ur in love

Loved, loved, loved, the recent Gatebil Ur-quattro feature! That car is an animal, but so well put together; I can't get enough of it. It's my aim to get to Gatebil next year, so hopefully I can see this and cars like it in action. I love the fact it's driven by an older fella in sandals, too! Please, please, feature more cars like this!

Daniel, via email

*Thanks Daniel, it's a mind blowing car. Our man in Finland, Jape, has been briefed to get more shoots of cars like this, so watch this space. In the meantime, check out our Gatebil report in the next issue.*



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# Q&A

*We spend five minutes with some of the big players, to find out what they do, and what's new in the Audi tuning scene...*



## 5 minutes with... Aaron Quilter, BILSTEIN UK

**Hi Aaron, tell us a bit about what you do at BILSTEIN...**

I'm the Aftermarket Manager, so I look after all of our tuning lines and service parts. I work mainly with our dealer network and leading tuners to supply their customers with the chassis upgrades that we offer, as well as liaising with race teams and retailers to ensure that BILSTEIN products are always the first choice. It's a varied job, with plenty of time out on the road seeing dealers and working shows. I love it!

**What are your main products?**

From a tuning perspective our main product groups are the BILSTEIN B6 and B8 high performance dampers – the famous yellow shocks. These have been the industry benchmark since the '60s and '70s, and thanks to our extensive OEM involvement, still lead the way in performance terms.

Above those, we have the B14 and B16 coilover ranges, and for those looking to be quick on track, the ClubSport range of precision coilovers. They're used by many teams in VLN racing at the Nürburgring, so they're awesome on a track day.

**Do you have a favourite product?**

Hard to say really, but the B8 range really is impressive. It has so many fitments going back to classic and retro cars, so it's great when I'm out talking to owners and retailers. There's nearly always a solution in that range that really will make the car ride and handle better.

That said, it's hard to beat the B16 for value. That's a fully adjustable coilover that has bump, rebound and height adjustment, so a great compromise for anyone that runs one car for track and street.

**What do you think of the Audi tuning scene at present?**

I think it's very exciting; not only are Audi creating ever more dynamically interesting models, in every sector, but the scene itself is also maturing. There's a good Audi contingent at every VAG show now, and I think a lot of VW owners almost see it as the next brand to step into.

The platform sharing in the VW Group is great for us, as it means we can create a solution for a lot of cars very quickly. Developing the basic damper architecture for the MQB chassis for example gave us many product lines in one. Our technical team in Germany then just has to configure the precise rate for each model. It means we can get new solutions to market as quickly as our rigorous testing schedule will allow.

**Tell us what new products/applications you have in the pipeline...**

We have so many! As a company we generally release anywhere between 5 and 55 new lines every month, and as you can imagine, many of these will be suitable for Audi platforms. Once we have the chassis data for a new car, if it's a key model, like the A4 for instance, we will probably create at least 5 solutions for it. OEM replacement B4, uprated B6, shortened uprated B8 and then B14 and B16 coilovers, so we don't hang about. For Audi I can safely say that we won't ever be too far behind any new showroom model release. So keep an eye on our website and the product pages in AudiTuner to see what's hot.

**How long does it take to develop a suspension system for a newly launched car?**

It varies. For something that's all new, it can take many months. We have the advantage of being OEM on many of the world's cars, so we often have chassis data and access to information ahead of our competitors. That said, we often sign exclusives with many of our OEM clients that we won't release a damper upgrade against them. In those cases what we will often do is to offer a coilover upgrade whilst the model is still in production. Here, once the design is signed off, prototypes are made and lab/dyno tested, before we move to both the Papenburg proving ground in Germany – and then the Nürburgring.

Only when a new damper set-up has passed all of these tests will we sign it off for production. Many other companies may do it quicker, but without those vital two last steps, the end product can never be as good. We're more interested in creating the perfect solution rather than rushing onto the shelves. We know our customers prefer it that way – and our race teams insist on it.

**What's your most popular product(s)?**

Definitely the B8 damper ranges and the B14/B16 coilover ranges. Particularly with the latter you have the means to stance your car, get a great ride quality and still have something that's good enough for track work. We have loads of club racing customers using the B16 as their race set-up, so you can see how versatile it is.

Better still, we can re-valve and customise all of our products in our UK technical centre, so if you need something special, we can do that too – and for a very sensible fee. Recently products like our RideControl kits and iRC, which allow you to adjust your dampers either with a button

on the dash, or with your phone, have become hugely popular. Petrolheads love a bit of usable tech.

**What events will you guys be attending this summer?**

Quite a few. We've done Inters, and we're doing E38 and Audis in the Park, but we'll often attend a last-minute invite, so keep an eye on our Twitter and Instagram feeds to see what we're up to. We always have a few goodies to give away at the shows and we're happy to advise on set-up and fitment whenever we're out and about. We're also thinking about holding an All-Audi BBQ at our UK HQ before the summer is out, so I hope a few readers will join us there too.

**Tell us about your own A5...**

As featured in this very mag. My own A5 was the replacement for the A4 estate I had before, which was a great car – but I wanted a little more style this time. iRC coilovers, Eibach arms and anti-roll bars, plus a Milltek exhaust and Revo rims makes for a great daily driver.

**What's your favourite Audi and why?**

Depends on what mood I'm in. You can't fault the R8 in any of its guises as an impressive bit of kit, but I also have a soft spot for some of the classic stuff. If I had to pick one, I'd probably put a mint Ur-quattro on my drive.

**What upgrades would you recommend for an Audi enthusiast new to the tuning scene?**

Naturally, uprated dampers should be right up there! Seriously though, chassis prep is vital when you're tuning. Sort your suspension, brakes, bushes and your tyres – and then think about more power. You're wasting your money if you don't have the basics right. You'll be amazed how much faster you can go if the car gives you confidence, and chassis work delivers that.

**Talk us through your average day...**

The nice thing is, there really is no such thing as an average day at BILSTEIN! Every day holds something different, and I could be trackside helping a team with set-up, visiting a dealer to discuss new products, answering the phones, sending and reading the hundreds of emails that come in every day – or even helping to get an urgent order out of the warehouse! We're a real team, and we all muck in together.

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Words Davy Lewis Photography Audi

# AUDI S8 PLUS

*The top of the range S8 gets the Plus makeover, which includes a power hike to 605PS and some very desirable upgrades*







Many have bemoaned the lack of an RS8 in Audi's line up. Surely the halo model of any Audi range should have an RS badge firmly attached to its rear end? In answer to this, Audi has unveiled the mighty, 650PS S8 Plus.

Based on the regular S8, the S8 Plus gets a nice power hike, taking it to 605PS and up to 750Nm. That makes it the most powerful premium production four-door available, eclipsing the BMW M5, Mercedes S63 AMG and Jaguar XFR. A reworked ECU,

turbo internals and sports exhaust system has brought the power increase, which Audi claims will, propel this leviathan from 0-62mph in 3.8sec and on to a top speed of 189.5mph; staggering figures for such a large car.

With the ability to head-butt the horizon at will, you'll be pleased to note that huge carbon ceramic brakes are standard fit. Just as well, because there's some serious mass to haul down once you've provoked the 4.0 biturbo V8.

The ride has also been tweaked with





specially tuned adaptive air suspension, to offer a more sporty ride. Similarly Dynamic steering is now available with Superposition gear and variable transmission ratio.

In true Plus tradition, the S8 has been fitted with the very best options available, making it one the most desirable Audis available. Inside you'll find swathes of soft Nappa leather covering, well, pretty much everything. From the sumptuous seats, to the dash and doors, it's a very high-class cabin indeed.

As you'd expect particular focus has been placed on rear seat passengers, given that many of these cars will be run by people with their own drivers. The individual rear seats are electrically adjustable and heated.

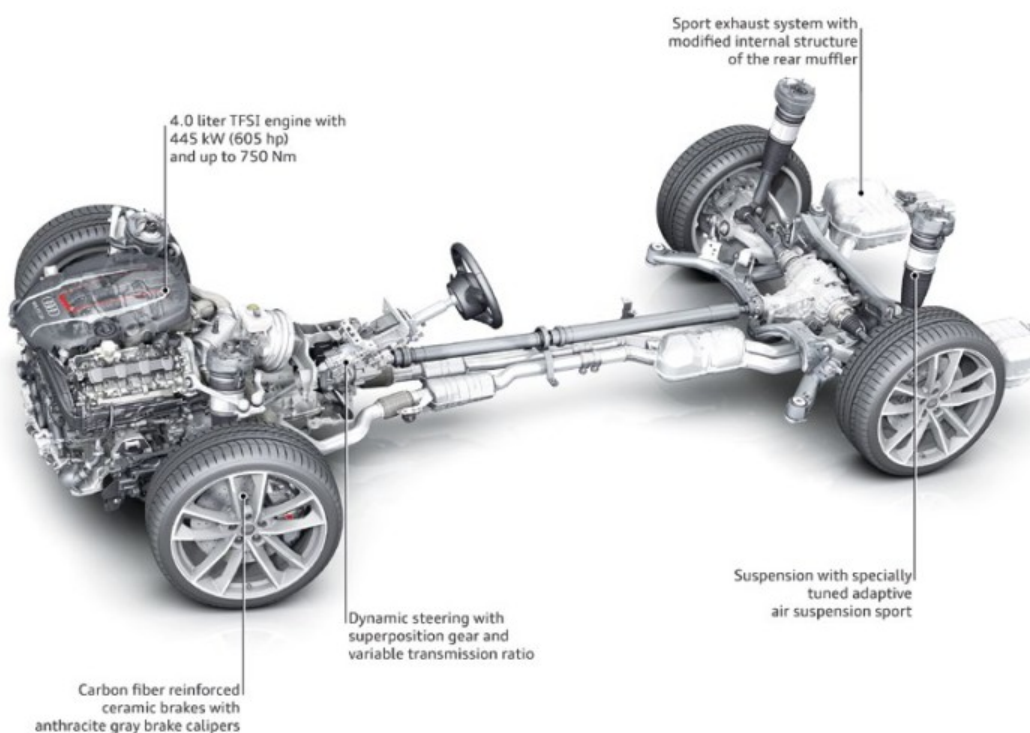
The new dual-arm five spoke alloys look stunning and the 10x21in wheels fill the arches nicely. The exterior has been given the full Black treatment with all traces of chrome removed for a moody look.

The S8 Plus goes on sale in the UK in October, with prices starting at £97,700. The Dynamic package, which will be standard in Germany, is likely to be optional in the UK, so be prepared to tick some expensive additions such as the sports exhaust, 155mph limit removal, plus

Dynamic steering and ride upgrades.

With such a potent and well developed package, it's clear why Audi hasn't felt the need to create an RS8. Whichever way you look at it, the S8 Plus looks to be an absolute monster of a car. **AT**

**Above:** 21in wheels and carbon details look stunning **Below:** The S8 Plus has several key upgrades over the S8





“0-62mph in 3.8sec and a top speed of 189.5mph is staggering”



**Top:** Interior is sumptuous  
**Above:** Lashings of Nappa leather and Alcantara  
**Left:** Matrix LED headlights

## SPECIFICATION

### Audi S8 Plus

#### Engine

4.0 TFSI biturbo V8 with sports exhaust, reworked turbo geometry and ECU recalibration

#### Transmission

8-speed tiptronic, quattro 4WD with sport differential

#### Brakes

Carbon ceramic

#### Wheels

21in with 275/35 tyres

#### Interior

Full leather with Arra red stitching, Alcantara roof lining

#### Exterior

Black optics, carbon front air inlets and rear diffuser, optional carbon mirrors, rear spoiler, exclusive matt effect Floret Silver paint, Matrix LED headlights, Bose surround touch screen MMI, power assisted doors

#### Power

605PS and 700Nm (750 overboost)

#### Performance

0-62mph: 3.8sec Top speed: 189.5mph (de-limited)

#### Price

From £97,700

#### AudiTuner rating

AT AT AT AT A

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Words Davy Lewis Photography AJ Walker

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# *Absolute Perfection*

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*Not much can beat the appeal of a really well done C5 RS6 and this 573ps beast has to be one of the finest examples in the world...*









Reputations mean everything. In this day and age of social media, if something isn't right, then someone will quickly post an online review or comment to tell the world exactly what they think. This poses something of a quandary. On the one hand, an honest review can help – after all, who wants to buy something that's likely to break? On the other, just because an individual has had a bad experience doesn't mean you should run for the hills.

The C5 RS6 is a classic example of this interweb hysteria.

Yes, the big, biturbo avant can be devilishly expensive to put right if it breaks. The weak points – the DRC suspension, gearbox, intercoolers – are all well documented. Make no mistake, if you buy a poor one, you will face some big bills. But there's more to the C5 RS6 than a list of known faults.

You don't buy a C5 if you're after something sensible and cheap to service and maintain; if that's what you're after, buy a new A6 TDI. People buy C5 RS6s with their hearts.

The combination of V8 twin-turbo performance and that iconic wide-shouldered style, means it's still one of the best looking and

most desirable RSs ever made. Add to this the fact that they can be tuned to over 600bhp, and are available in both saloon and avant form, and it's clear to see why they are still so well loved.

Darren Burt, owner of this immaculate C5, has always loved Audis. We displayed it on our stand at this year's AITP, which is where we caught up with him to find out more.

"Me and my pals used to walk past a brand new Noggy-blue RS2 on the way to school, so I've always liked avants; especially the C5 RS6," he smiles. Having run a D2 4.2 A8, he really wanted an RS6 and often looked at them in the classifieds.

"I left it for a while, then had a quick squiz one day and spotted this one for sale in London," he recalls. "I was working offshore, so I thought, I'll leave it to fate – if it's still for sale when I get back, then it's meant to be and I'll buy it." Then, barely 24 hours into his trip, he flew down to London and did the deal on the tidy C5.

Previously owned by a guy on the AudiSRS forum, it had been well looked after. "It was lowered, remapped and had some MTM Bimoto wheels," says Darren. "It was in decent condition with 80k miles; it had a few knocks on the paint and a chip on the







**Left:** Rear ends don't get much better **Above:** Twin TTE 650 turbos are inside **Below:** Static drop is impeccable

“The parts bill was over five pages long”







**Left:** Milltek pipe, polished of course **Below:** Interior is mint **Right:** The V8 powerhouse

windscreen, but I loved it; this was my dream car," he smiles.

However, his fun was short lived. A spirited 165mph run was caught short when an errant hare ran into his path, destroying the front bumper.

"While the bumper was replaced, I decided to get a full respray as I wasn't happy with the rest of the paintwork," says Darren. This is where things began to get expensive.

"The parts bill was over five pages long," he laughs, "every time the bodyshop removed a grille or piece of trim, a clip or bracket would snap." Fortunately everything was readily available, but came

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**"90 to 190mph is ferocious...  
I had 196mph out of it before  
the TTE turbos..."**

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with the usual high dealer prices. So many parts have been replaced on this 2003 car, that much of it really is like new. The door trims, alloy boot lid trim, plus numerous clips and fittings are all factory fresh.

When it came to the paint, it could only be Daytona Grey. This original hue suits the C5 to a tee and the full, glass-out respray looks fantastic.

The optics, including window and grille surrounds, plus roof rails have also been painted. "They'd been wrapped by the previous owner, but they didn't look right, so I had them done in gloss black," says Darren. "I didn't do them in matt like an RS6 Plus, as I wasn't trying to make this look like a Plus," he adds. The final touch was having the mirrors done in Daytona grey. This RS may be over 12 years old now, but it looks like it just rolled out of Ingolstadt.

With a fresh paint job, Darren has been very particular about how it's maintained. His missus, Mandy, explains, "We were out for dinner and Darren noticed a bird had poo'd on his car, so he drove home to clean it, leaving me in the restaurant!" To be fair it'd only just come out of the paintshop and home was only around the corner, but it goes to show the care he's taken with this RS6.

Unfortunately, the bird-poo incident was about to get a whole lot worse.

"The gearbox decided to let go on the way back to the restaurant," laughs Darren. Not one to mess around, he sent the C5 over to respected Audi tuners, Unit20, to have a reconditioned box with uprated torque converter fitted.

Of course, he couldn't leave it at that.

"While it was in, I decided to get some TTE 650 hybrid turbos fitted, together with Milltek race downpipes," he smiles. "I also had some Wagner intercoolers ready to go on, so they were fitted too."

With a freshly uprated engine and a stronger gearbox ready to take some punishment, the RS was then shipped off to MRC Tuning for a pair of ITG filters and its custom map. Here it made 573ps with a corresponding 881Nm of torque.

So, how did this compare to the previous spec?

"90 to 190mph is ferocious," says Darren. "I had 196mph out of it before the TTE turbos were fitted and it's geared for over 200mph – I'm just waiting for a dry day to really test it!" he laughs.

In a world where every other Audi we see appears to have air-ride, it makes a refreshing change to see something dropped very low on a static set-up. But this is no ordinary kit.

Put together by Simon Sweetland from Still Static, this bespoke system has been designed to get the RS6 as low as possible, without ruining the handling. "It annoys me when people say 'that must drive really badly; it's too low'" says Darren. "They don't know what they're talking about. Everything has been custom modified for the C5 by AH Flachwerk." The H&R race ultralow coilovers have been re-valved, with shortened damper bodies. With Hotchkiss anti-roll bars, and a full geometry set-up, the suspension is both low and compliant. There's a lot more to this bespoke kit than a set of off-the-shelf coilovers wound down as far as they'll go.

The set-up allows Darren to drop the car hard over the beefy set of 10x20in alloys, which came off a Q7. These OEM wheels really do look the part with polished lips and ceramic coated centres. Look









**“This is my first show in two years, I just want to drive it and enjoy it now”**



behind the fronts and you'll find a set of Brembo calipers gripping 380mm discs, which were kindly donated by a Lamborghini Gallardo. The C5 is no lightweight and with 190+mph on tap, it needs good stoppers.

Pop your head inside and you'll find a typical RS6 leather interior. But look more closely and you'll notice it looks brand new. The leather was removed, stripped back, re-dyed and treated before being re-fitted for that factory-fresh look. "I've got a set of Recaro CSs to go in it," says Darren, "but I'm still not happy with the retrim on them; they've been done three times now," he grimaces.

But, aside from the Recaro issues, the RS6 was looking truly awesome and ready for its first show.

Then, just weeks before Audis in the Park, disaster struck.

"I'd been sanding the headlights and on the way home noticed a rubber smell," says Darren. Thinking he'd run over a plastic bag, he continued. "When I got home I could really smell burning and see smoke, so I opened the bonnet and the engine was on fire!" he exclaims. "I ran inside, got an extinguisher and managed to put it out very quickly." A roll of tape had been left in the bay and the V8 had cooked it, along with part of his engine. Fortunately, the damage was relatively limited – the radiator overflow pipe had melted, some of the loom, and one of the coils.

The car was rushed down to MRC Tuning to have it all fixed ready for AITP. While it was in, Darren had all the coils replaced, together with the cam belt, water pump, vacuum pipes and alternator. It was finished, ready for the show, where it took pride of place on the AudiTuner stand.

"This is my first show in two years," says Darren, "I just want to drive it and enjoy it now." With plans for uprated manifolds to maybe unleash a bit more power, there's plenty more to come for this stunning RS6. It really is a credit to Darren and the companies involved in tuning and maintaining it. The fact he drives it properly is just the icing on the cake. **AT**



**Top:** Darren is happy, but there's more to come

## SPECIFICATION

### 2003 Audi RS6 C5

#### Engine

4.2 FSI biturbo V8, TTE650 custom hybrid turbos, Milltek race downpipes with 100cell cats, full Milltek exhaust system, Wagner intercoolers and shrouds, ITG air filters, MRC Tuning custom ECU map

#### Power

573ps and 881Nm

#### Transmission

Unit 20-supplied recon gearbox with uprated torque converter and gearbox map

#### Brakes

Lamborghini Gallardo Superleggera Brembo upgrade with 380mm front discs, Ferodo race pads

#### Suspension

AH Flachwerk modified H&R race ultralow coilovers from Still Static, Hotchkiss anti-roll bars, 034 diff mount

#### Wheels and Tyres

Audi Q7 10x20in Speedlines with ceramic polished centres and hand polished lips with silver powder coated barrels, Michelin Pilot Supersport 245/30x20s, H&R adaptors

#### Exterior

Full windows-out respray in factory Daytona Grey pearl, all exterior trim (windows, grille surrounds, rear plinth, roof rails) painted gloss black, mirrors colour coded Daytona Grey

#### Interior

Factory Euro Recaro interior fully re-Connolised in original silver, full Audi S6/RS6 plus blue flash carbon interior pack, highly polished and re-fitted

#### Tuning contacts

Grizz and the crew at Unit 20, Doug and the crew at MRC Tuning, Simon at TTE, Del at Optimus Trimmers, Dave at Prestige Leather, Colin at Performance Bodyshop, Si Sweetland at Still static, Mike the polisher and Stevie Bryce





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**Words** Davy Lewis **Photography** Jape Tiitinen **Location** Grossglockner Alpine Pass, Austria

# NO COMPROMISE

*Over the top, in your face and just a little bit mad, the Rotiform R8 is loved and hated in equal measures...*











**E**very year in May, the small town of Reifnitz, on the banks of the picturesque Lake Worthersee, is transformed into VW Audi nirvana. It's *the* place to be seen in your tuned car, and it attracts every conceivable model, from the sublime to the ridiculous. If you get the opportunity, go – you will be blown away.

Although it's a chilled out event, competition is fierce, with companies and individuals from all over the world, aiming to make their car the most stand out, talked about of the year. This leads



to some pretty insane builds. The fact that Audi and VW join in, creating some truly 'out there' cars especially for the show, just goes to demonstrate how much impact this event has. Which brings us to this rather lively looking R8...

On the face of it, sticking a wide arch kit, motorsport-inspired graphics and air-ride to the pinnacle of Audi's line up is anathema to many. Yet, even those who don't get it, accept that it makes a big impact. Which is what it was designed to do.

Created by Brian Henderson, the man behind the ubiquitous and forward thinking wheel outfit, Rotiform, this R8 is all about standing out. And like a Coco-Pop inside a bowl of Rice Krispies – it certainly fulfils the brief.

Think of it this way: if you were headed to the ultimate gathering of VWs and Audis in Europe and wanted to make a big impression, the kind of thing that'll light up social media faster than



“The wheels themselves had to be something amazing”





a dancing cat, then you need to think outside the box. No good rocking up in something finished in a classy, but subtle colour.

For 33-year old Brian, a veteran of many big builds, the inspiration came from a rival German manufacturer. "I loved the old Hugo Boss BMW M1 race car," he explains. For those who don't know, this was one of the all time great racers. A true icon for BMW fans in the same way that the S1 E2 is for Audi guys.

The R8 was chosen as, in certain parts of Europe, at least, it's an attainable proposition. In the UK, £40k will get you behind the wheel of an early V8; with a personal plate, most would think you were in a car that cost twice that. It also floated Brian's boat because it's an R8. Messing with an S4 or RS6 wouldn't have had quite the same impact (though Jon Olsson may disagree!).

With a tight deadline to get the car ready for its Austrian adventure, Brian pulled out all the stops and worked fast.

First up, the whole thing was disassembled. That's right folks, with a Prior Design 850 wide arch kit ready to fit up, the OE panels had to come off. Can you imagine paying 40-grand for a top of the line Audi and then ripping it apart almost immediately? Not sure many people (myself included) could stomach that. But then Brian isn't most people.

With the aggressive kit mated to the R8's body, things began to

**Right:** R8 looks great in the Alps

**Below:** Special order Cobra seats  
**Bottom:** This R8 is no trailer queen



“First up, the whole thing  
was disassembled”









take shape. The Prior kit is a high-end, very well made package, so there were no issues with fitment. Although the stock wheels now looked ridiculous set inboard with huge arches swallowing them up. But no matter; a set of Rotiform's finest would soon be attached to each hub; a very special set indeed.

The wheels had to be something amazing and the CCV three-piece rims with forged step lip are simply stunning. They're massive too – a girthy 9x20in up front with a whopping 13x20 at the rear. Custom made for the R8's wide arch body, they are magnificent – the perfect showcase for Rotiform's considerable talents.

With such a showy car, you may think that Brian took it easy, parking it up nice and carefully at the show. Not a bit of it. This thing was designed to be used and used it was. In fact, Brian didn't bat an eyelid when we asked if we could take it up into the mountains to find a breathtaking backdrop to shoot it in front of. The now legendary Grossglockner Alpine road cost us 35€ in tolls to get to on this beautiful road. It was 26-degrees at the bottom and 3500 meters higher winds were blowing and weather was changing all the time from warm to cold, with lots of snow. Anyone that's driven this route will know that it can be hairy, so a widened R8 with fat 13in rear wheels and stretched summer tyres probably wouldn't be your first choice for such a trip. So massive respect to Brian, Jape and the rest of the guys for making the trip to get these stunning shots.

When it came to suspension, a static drop was never going to cut it. As a demo car for Rotiform, it had to be dropped as low as possible at shows to attract maximum attention. Brian is very much a fan of the high quality set-up that was fitted.

"It has the best suspension I've ever driven, and I've driven A LOT OF THEM. I chose to use HP Drivetech air suspension which is built off Bilstein Clubsport dampers. Then I went with the Accuair E-Level air management system," he enthuses.

The exterior wrap is what you might term striking. It's a homage

to the legendary BMW M1 racers of the 80s and Rotiform's twist on it certainly looks out of this world. Too much for most of us perhaps, but it's only a wrap, and it shows what can be achieved with a little inspiration.

So, what's next for this game changing R8? Well, not much as Brian sold it before he returned to the US. "I wish I could have kept it now," he admits, "but it served its purpose." Having done over 3000 miles in it while he was in Europe, he did his brand the world of good with this no compromise build. **AT**



**Top:** Stunning scenery **Above:** Ready to rumble V8 style

## SPECIFICATION

Audi R8 4.2 FSI V8

### Engine

4.2 FSI V8, performance exhaust and induction system

### Transmission

6-speed R-tronic

### Brakes

Stock R8

### Suspension

HP Drivetech air suspension which uses Bilstein Clubsport dampers and Accuair E-Level air management system

### Wheels and Tyres

9x20 and 13x20in Rotiform CCV forged step lip 3-piece wheels

### Interior

Cobra Imola bucket seats

### Exterior

Prior Design PD GT850 widebody kit

### Tuning contacts

Rotiform [www.rotiform.com](http://www.rotiform.com)

Prior Design [www.prior-design.de](http://www.prior-design.de)

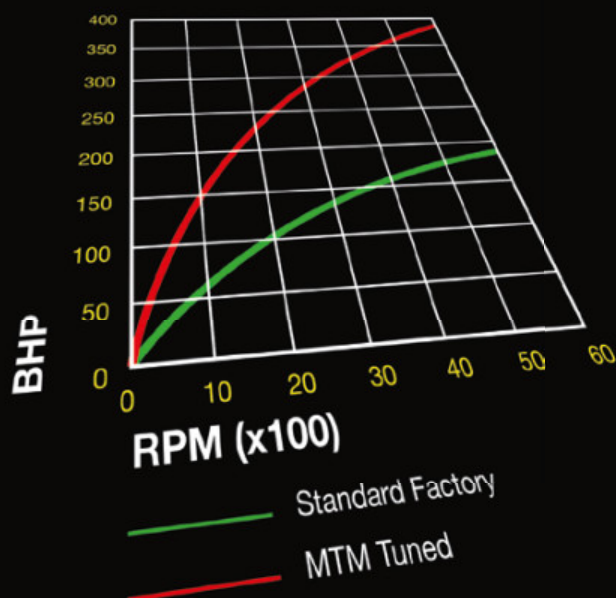
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Words, Davy Lewis Photography Jape Tiitinen

# LIVING THE DREAM

*Our Finnish photographer, Jape Tiitinen, creates some stunning images of cool Audis, but he also owns one – this immaculate, 592hp RS4...*









**F**inland has produced an extraordinary number of world class rally drivers. In fact, the list is seriously impressive when you consider the country is so diminutive. In no particular order, there's Markku Alen, Marcos Gronholm, Mikko Hirvonen, Jari-Matti Latvala, Timo Salonen, Ari Vatanen and WRC Champs Tomi Makinen and Juha Kankkunen. Then there's the small matter of F1 World Champions Kimi Raikkonen and Mika Hakkinen. They must put something in the water in Finland to breed so many outstanding wheel men.

But, when you think about it, growing up in the kind of hostile landscape that sees snow for half the year, it's not surprising that so many Finns can pedal a bit. After all, if your daily commute involves icy stretches of road that require left foot braking and power slides to stay on the road, then you'll quickly learn to become a bit tasty behind the wheel.

But there's more to it. These guys are passionate about cars and going fast, and Audis have always figured highly in the list of tuned machines. Now, Finland is a bloody long way to travel to see these quality cars. Fortunately, we have our own man on the scene, Jape Tiitinen (pronounced 'Yapay'). His main job is taking awesome images of cool cars (as well as weddings and pretty much anything you want to pay him for – within reason!). But when he isn't behind the camera, you'll find him in his own, stunning Audi – a B5 RS4. Jape takes up the story...

"I am quite a passionate Audi enthusiast. I bought my first quattro in 2004 and all my cars have been quattros ever since. The first one was B5 A4 1.8T. It got a total makeover and I sold it a year after. Next in line was a C5 A6 2.7 biturbo in 2005. This is where my OEM game kicked in; I bought an RS6 front bumper and sideskirts to make it look fresh. Eventually we replaced the turbos with B5 RS4 ones to make it faster. My hunger for power kept on growing,

so I sold the A6 in 2007 and bought this B5 RS4 which was already tuned for 550hp – but the work was very poor. So I took it to my friend Mikko "Okkim" Väitalo who rebuilt the engine with stock internals to make it even faster than what the previous owner had done." Jape ran it with this spec – a Supersprint cat back exhaust and a remap – for a couple of years, but the need for speed soon took hold of him.

"The RNS-D navigation started to feel kinda old, so I bought an RNS-E unit from my friend's A3. I also ordered a Kufatec digi TV tuner from Germany with OEM kit, which gives you an opportunity to use RNS-E original buttons to operate the TV," he says. Very trick. "The brakes were upgraded to RS6 calipers with B7 RS4 discs in January 2009 when my front discs came to an end. "I ordered a pair of brand new RS6 turbos from Germany. Okkim did the labour







## CALL THE COPS

Rather than simply remove the entire wrap, Jape thought it'd be fun to take some off some of the 3M gloss white vinyl to reveal the original black paint underneath. He then decided it'd be funny to create an RS4 police car, and project RS4 Trooper was born. A set of lights from eBay, some graphics and he was done. The car is running its winter wheels in this pic, some 18in Rota Grids (even his winter wheels are cool!).



**Far Left:** The golden arches beckon! **Above:** The V6 biturbo powerhouse







**Above:** Corbeau RRS seats **Right:** Moody, 'golden hour' shot is stunning

and installed them. He also manufactured me his signature 3in downpipes from stainless steel."

With a fresh mapping session, the RS4 made a very healthy 592hp with 802Nm of torque. A 3.25in straight through exhaust is key to helping it breathe, while Wagner intercoolers keep the charge temps down, and there's a methanol injection system to further cool things and aid reliability.

With a fully rebuilt and reliable engine that made significant power, Jape could have been content to leave it at that. But our Finnish correspondent likes to drive his B5 hard, and in 2012 his engine blew. "Obviously even the RS can't take super-hard driving for too long!" he laughs. "An exhaust valve snapped and went through a piston damaging the whole engine. It took a year and a half to get all the parts and build the engine to where it is today," he shrugs. "This current set-up is still looking for the final touches in software from Richard Weir at Viper Tuning. I just love the fun that flatshift and launch control brings me with all the bang, bang."

Jape is a bit of a perfectionist, to say the least, so his own car had to be something extra special.

"I've had lots of different wheels on my RS during the years. The latest, which are also my favourite, I bought from eBay – BBS LMs in 10 and 11x19in. I knew they would fit in the arches of the RS, so I bought them with no hesitation," he laughs. "They needed a 30mm spacer at the front to clear those massive C5 RS6 calipers and 15mm at the rear to sit right," he adds. Some may question the logic of staggered wheels on a quattro, but Jape is happy with the set-up and has experienced no adverse effects. The wheels really do make the car and it's hard to find anything that offers the same classy looks, and motorsport pedigree of these sublime splits rims. "I am a true wheel whore," confesses Jape, "there must have been at least 20 sets of different wheels on my RS. In my garage I have two sets of Audi OEM wheels in 9x19in and 9.5x20in and Rota Grid 9.5x18in for winter. The BBS LMs are my favourite wheel of all time."

When it came to the exterior, Jape was well aware that with a

B5 less is definitely more. The wide arches and subtly aggressive front bumper, with vents, combine to give the avant a stealthy, but purposeful look. The factory colour is a very shiny and well maintained black, but Jape wanted decided to try it with a white wrap. "My brother-in-law, Eero, from Eteippi.fi wrapped it in 3M 1080 gloss white." This high-quality vinyl wrap was very carefully applied and transformed the B5. It's great to see something that's not matt and the gloss really works with the lines of the car. In fact it was so effective, it left Jape with another problem.

"After the car was wrapped my faded headlights started to look really old," he smiles. "I found a right side light from a local Audi forum, but the left one was a bit harder to locate. Eventually I found one in Germany but the seller didn't want to ship to Finland. Big thank you to Patrick Hille in Germany for taking care of this and shipping the missing light for me."

With a fresh wrap and sparkling new headlights, Jape had the grille surrounds plastidipped to de-chrome it. Then some very subtle touches were added such as the Polo rear wiper, SEAT Leon Cupra front splitter and some carbon mirrors. The overall effect is stunning – an immaculate white RS4, with some serious power to

**"Even the RS can't take super-hard driving for too long"**







**Above:** Upgraded navigation and Kufatec TV





back it up.

Inside this B5 was given a full refresh, including a set of Corbeau seats. A self confessed gadget freak, Jape has also fitted a Kufatec OEM+ TV tuner and upgraded the navigation unit from a newer A3. It really does give the B5 a contemporary feel.

So what's next for this stunning white B5?

"This car has been with me for eight years now. For the first four years it was my daily ride. After I jumped into the RS6 turbo game, I had to get another car to be my daily. The RS needs so much care, it can't be a daily any more!" Wise words – how many B5 RS4 owners are nodding sagely at this comment..?

Since the photoshoot, the 3M wrap has been removed, but even this brought out the sense of fun in Jape. "We had Audi club Finland's ice track day and I felt like doing something different. I thought that if I just peeled off some of the wrap and added some graphics and lights to the car, it'd look like a US police car, with my own funny twist. So I peeled off the wrap just leaving the doors, bonnet and the roof white. Eero at Eteippi.fi cut some stickers and voilà quattro Trooper was born! Now that's one police car you'd struggle to outrun!

With its stint as a police trooper at an end, Jape fully removed the wrap and the B5 is now back to its original and some might say best colour. "After I peeled off the wrap Antti Piri from Shinelld came to my garage with his crew and polished the beast for 2 straight days.

So there we have it. Our man in Finland is not only an ace lensman, and genuinely nice fella, he's also a massive Audi tuning fan. Living the dream? You bet! **AT**



**Top:** A vest in Finland? He must be nails!  
**Above:** It's all about the details

## SPECIFICATION

### RS4 B5

#### Engine

2.7 V6 biturbo, RS6 turbochargers with Fin-Turbo custom made billet wings, Autospeed exhaust manifolds, Schrick stainless over size valves, 2.8L heads, 3in stainless downpipes by Okkim, Supersprint 3.25in cat back exhaust, cats replaced with straight pipes (v-band), Devil's Own methanol injection, 630cc Deka injectors, Bosch 044 fuel pump, Wagner intercoolers, 034 Motorsport carbon intake kit with big ITG air filter, TFSI coils, 034 snubmount front bushing

#### Power

592hp and 802Nm

#### Transmission

034 Motorsport carbon synchro kit, Stern engine and gearbox bushings, JHM short shifter

#### Brakes

B7 RS4 discs, C5 RS6 8-pot calipers, braided steel hoses, VW Phaeton cooler kit for brakes, stock brakes rear with braided steel hoses

#### Suspension

KW Variant 1, H&R stiffer springs, hard bushes

#### Wheels and Tyres

BBS LM 10 & 11x19in, Continental 5 235/35 and 265/30 tyres, 30mm spacers in front, 15mm in rear, red/gold Japan edition centre caps

#### Exterior

Wrapped in 3M 1080 gloss white by Eteippi.fi, brand new headlights, front grille surrounds Plastidipped in black, fog light delete, front licence plate recess delete, Cupra R front lip, carbon side mirrors with RS4 logos sandblasted, VW Polo rear window viper, tinted windows

#### Interior

Corbeau RRS seats, OEM Alcantara steering wheel and gear knob, custom made Alcantara gear gaiter, RNS-E navigation system, Vems EGT & AFR in pod gauge on steering wheel, another EGT gauge with warning light moulded into trimming left side of the steering wheel, Kufatec OEM + TV tuner, Audison 3-way speakers in front doors, garage door opener in cigarette lighter, interior lights replaced with LEDs

#### Tuning contacts

JTmedia.fi, Audiclub.fi/audifinns, cdcl.co, instagram.com/jap3, fb.com/jtmedia.fi, eteippi.fi



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# EVOLUTION OF THE SPECIES

*This S3 may look like many other show cars on air-ride, but underneath, there's a potent 2.0 TFSI that's packing a big GTX35 turbo capable of over 600bhp...*





Regular readers may know that we launched AudiTuner at Autosport International back in January. The NEC-based event attracts the very cream of the motorsport industry with all the major teams and parts suppliers in attendance. For anyone with petrol running through their veins it's a fantastic place to spend some time. Our stand was opposite the guys at Shark Performance, one of the UK's most respected VAG tuning companies who specialise ECU recalibrations (that's remapping to the layman). Chatting to MD Ben Wardle, he told us to go and have a look at an S3 that was parked up behind his stand, "But make sure you look under the bonnet," he said. We duly did, and were a tad confused.

On the face of it, here was an RS3 – we saw it front on to begin with. But we quickly realised it was an S3, with an RS front on it. Fair enough, looks pretty effective. A closer look revealed a set of large Bentley wheels. Now, no disrespect to those guys who choose to fit Bentley rims – they do come off a £100k car after all – but they tend to be fitted to show cars that don't have big engines. Nothing wrong in that either; it's just we like a bit of performance here at AudiTuner. The fact the S3 was on air-ride confirmed our suspicions that it may be an S/RS3 replica that probably had a wheezy 1.6 TDI under the bonnet. How wrong we were.

As soon as the owner, Josh, opened the bonnet we were greeted with a serious looking 2.0 TFSI. There was a nifty looking exhaust manifold, large external waste gate, uprated fuelling and what appeared to be a rather large snail hiding towards the back of the bay. Hmm, we thought, interesting.

It turns out that this fully built S3 lump is packing some top line upgrades and a dirty great GTX35 turbo, capable of running

**"It was still wheel spinning as I changed up to fourth..."**

**Right:** Exterior upgrades are all OEM+  
**Bottom:** Brembo 6-pots sit behind the posh rims







**Above:** Milltek system also features a custom 3.5in downpipe **Left:** The air-ride



## “As you’d expect, the GT35 takes a bit of waking up”



over 600bhp. We were intrigued; what’s an engine with 600+bhp potential doing in a show car on air-ride and Bentley rims?

A good question!

“I originally bought the S3 totally standard,” explains Josh. “Within two weeks I’d had it remapped, fitted an uprated exhaust and few other bits to get it to 360bhp,” he smiles. It went okay too, as anyone that’s got a 360bhp S3 will confirm. However, Josh wanted more. Trouble was, his insurance was having none of it and insisted he build up some no-claims before he could increase power. With his performance fun curtailed (for the time being at least), he looked at other ways to enjoy his Audi.

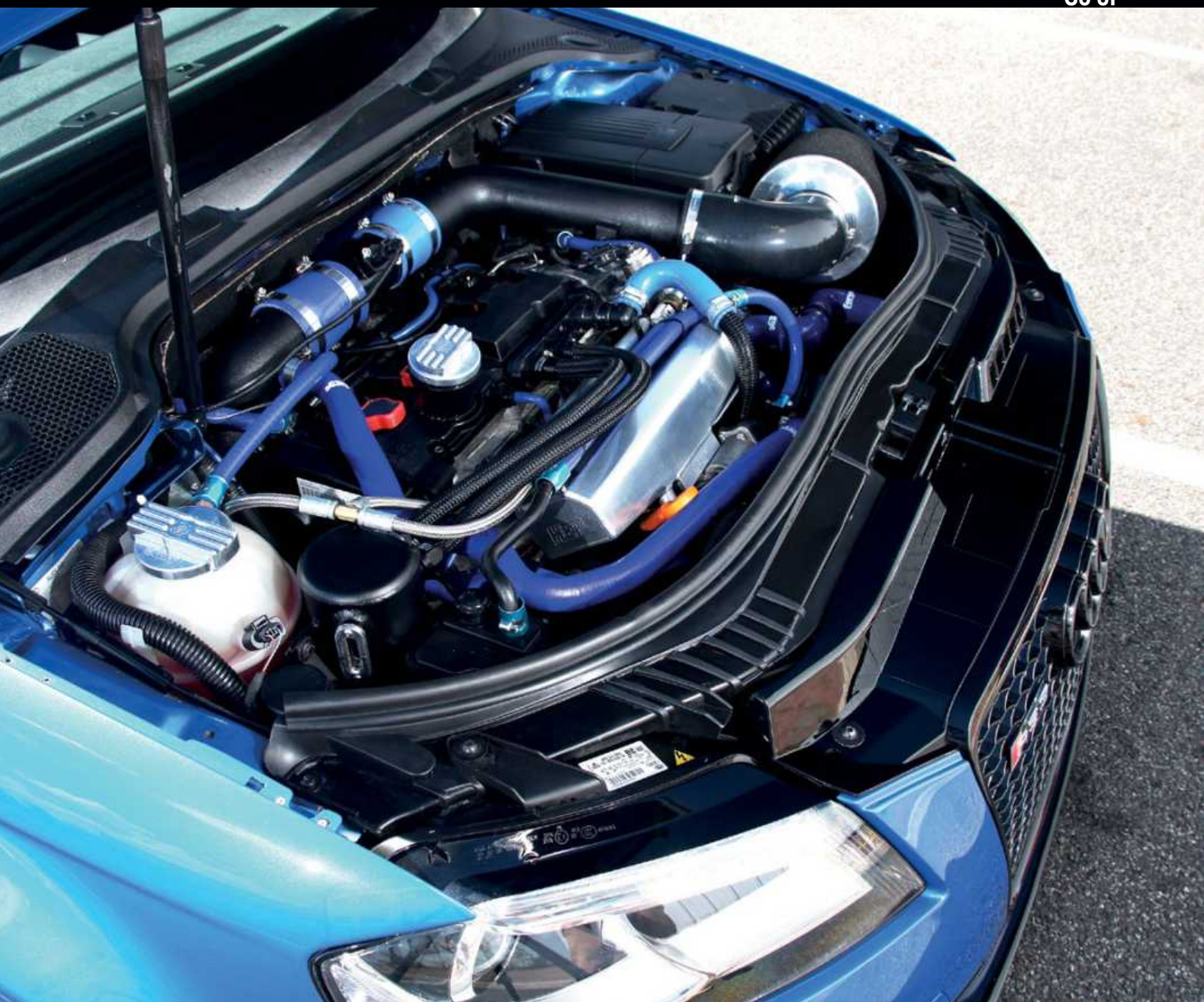
This manifested itself in the air-ride system “Fitted by my dad, Andrew,” says Josh, the Bentley rims and the RS3 front end. Now before anyone says it, yes, we know it’s not a genuine RS3. But the front bumper and wings are genuine RS3 items, which is why the badge has been left on the grille. The rear arches have been pulled and had some metal added to increase their girth to match the front RS arches. It’s all been neatly done but isn’t over the top.

A further motivation for the OEM+ upgrades is the fact that Josh runs a VAG breakers, Motors in Motion, which also do high-end cars, so he has a ready supply of cool kit to choose from.

Josh has also done the majority of the work himself. This includes building the fully forged engine, ready to accept a large whalop of boost. Before the big turbo was fitted, Josh spent time uprating the rest of the 2.0 engine to ensure it was bullet proof. As you’d expect, the GT35 takes a bit of waking up, but once it gets







**Top:** Fully built 2.0 features a GT3582r turbo **Above:** Boost controller





**Left:** Front end looks mean  
**Above:** Air-vent mounted gauge

into its stride, it's savage. "The turbo doesn't spool up until around 4,000rpm, but then it comes in with a bang," laughs Josh. This may not be to everyone's taste, but there's no denying it's a lot of fun when that turbo kicks in and all four wheels struggle to contain the violence. "I took it down the strip at GTI International and it was still wheel spinning as I changed up to fourth gear." The intense nature of the power delivery is something that Josh enjoys and it's given him the inspiration for the next step.

"I'm removing the air-ride to replace it with Bilstein coilovers," he says. A set of lightweight Team Dynamics alloys are also planned, along with a set of sticky Toyo R888R tyres. The final addition aimed at improving the traction, especially when the full fat 600bhp is unleashed, will be a Haldex controller. With all of these traction enhancing measures in place, he should have a fighting chance of taming that vicious power delivery. Of course, he could fit a smaller turbo, but that wouldn't be as much fun!

But he plans to go further still.

"I'm going to completely strip the interior and fit two bucket seats and a roll cage," confirms Josh. With the full power harnessed, plus significant weight savings, and the work on increasing traction – this S3 should be a bit of a monster when it reaches its next incarnation. We'll be there to see it. **AT**

## SPECIFICATION

### Audi S3 8P

#### Engine

2.0 TFSI, baffled sump, 1.8 turbo oil pump conversion, ZRP billet crankshaft, ZRP H beam forged con rods, Wossner forged 83.5mm pistons, block rebored from 82mm to 83.5mm, Ferra +2 valves, double valve springs and ti retainers, ARP studed head bolts, main bolts and big end bolts, Garrett GTX3582r dual ball bearing turbo, Turbotek exhaust manifold, Tial blue 44mm external wastegate, Bosch secondary injectors, RS4 fuel pressure valve, APR low pressure fuelling system, Loba high pressure fuel pump, stainless steel fuel lines, AEM secondary injector controller, HE Performance stage 3 intake manifold, iTG intake filter, custom intake pipe work, maf sensor delete, custom intercooler pipe work, Wagner intercooler, full silicone hose setup, GFB re circulation valve, R8 coil packs, Forge oil catch tank, Milltek non res back box, custom 3.5in down pipe with decat and centre section pipe, heat wrapped, screamer pipe in down pipe

#### Power

460bhp (dyno'd) with 600+bhp potential when fully mapped

#### Transmission

6-speed manual, Sachs solid flywheel, paddle clutch and pressure plate, Forge quick shifter 2 piece, solid shifter cables, upgraded bearings

#### Brakes

Brembo 6-pot calipers up front

#### Suspension

Air-Lift Performance double bellow front dampers with 14 stage dampening, front camber adjuster plates, Performance series rear dampers with 14 stage dampening, double bellow rear bags, Accuair management system with E-level control

#### Wheels and Tyres

Bentley Continental 20in Mulliner split rims, custom painted

#### Interior

Full custom re-leathered RS4 bucket seats including rears, Audi navigation gloss black head unit, rear air boot build, gauges mounted in centre air vents, boost controller fitted in drivers air vent, A-pillar gauge pod, Turbo smart e-boost 2 controller, Innovate Motorsports EGT gauge and sensor, vacuum/boost and shift light gauge plus AFR gauge

#### Exterior

Rear archers pulled 1 inch each side, genuine RS3 front bumper with gloss black grilles. Genuine RS3 carbon front wings

#### Tuning contacts

Huge thanks to my dad, Andrew, he's been there helping me all the way through and some things like the full air install he did for me. Also thanks to Graham at Retford Auto Refinishers for the body work and arches and fin ally to Ben Wardle, boss of at Shark Performance for the mapping, also Mark Batty at Shark for all his help [www.sharkperformance.co.uk](http://www.sharkperformance.co.uk)



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# QUICK GUIDE TO...

## AUDI TT RS

*Here's what you need to know about tuning Audi's fiery, 5-cylinder coupe...*

**L**aunched in 2009 the TT RS was an instant hit. Its combination of gutsy 335bhp performance and the sound of that fantastic five-pot, plus subtly aggressive styling proved very desirable. The RennSport treatment cast off the 'girly' image synonymous with TTs and unsurprisingly they've become very popular to tune. Choose from hard top or convertible, they're both cracking cars. Here's our quick guide to tuning a TT RS...

### Interior

Again, Audi got it right first time, so unless you're going full on crazy and strip it out for track (like the one we featured in Issue 1!) it's a case of leave it alone. That said, a high-end seat such as the Recaro CS or Pole Position, is a great upgrade, as is an air-vent mounted gauge.

### Engine

The 2.5 5-cylinder turbo is a little gem. With 335bhp and 332lb/ft out of the box (355bhp and 343lb/ft for the rare Plus model), it can be taken to over 500bhp with some relatively simple upgrades. A remap, free flowing exhaust and induction kit will transform the RS and give you over 400bhp – not bad for bolt on upgrades. The next step is a decent hybrid turbo from the likes of Loba or TTE, which, with supporting upgrades such as fuelling, intercooler and custom map will take you to over 500bhp.

### Brakes

Stock stoppers are very effective, but if you intend to drive it hard on track, or simply need some huge brakes, then there are lots out there. A set of carbon ceramics off an R8 can be made to fit, and can't be beaten – but they'll sting you for big bucks. Tarox, Brembo, Alcon, Loba and AP Racing all offer big brake kits too.

### Wheels

Stock 9x18in ET50 RS wheels really suit the TT, so nothing wrong in keeping them. But if you fancy reducing the all important unsprung weight and making your TT look even better then there's a multitude of wheels to choose from. We'd suggest 9x18in as the prime size for performance, although 19s arguably look better – we've even seen 20s. Forged multi spokes seem to suit the lines of the TT very well. Look at OZ, BBS, ADV.1 and OEM styles such as C7 RS6.





## Chassis

Simple sports springs from Eibach or KW will offer better looks and handling without going too low or harsh. Or, go full on with a set of high end coilovers and uprated ARBs. Something like KW's Variant 3s or Bilstein's PSS10 will offer a compliant, yet sporty ride that can be infinitely adjusted according to your own tastes. You could even fit the Bilstein and KW systems which allow in car adjustability via your smart phone.



## Exterior

The designers got the TT RS bang on to be fair, so there's not a lot to do. A gloss black honeycomb grille without number plate always looks fresh, as do black Audi rings front and rear, plus carbon details. Aside from that, unless you fancy wrapping it, leave well alone.

## Transmission

The manual is slick and does the job nicely, but a quick shift kit will make it much nicer still. For the S-tronic box, get it remapped for faster shifts and to hang onto gears for longer to maximise the potential of your engine upgrades.

## THE STATS

Engine:	2.5 TFSI 5-cyl turbo
Power:	335bhp
Torque:	332lb/ft
0-62mph:	4.7sec
Top speed:	155mph (limited)
Price:	From £25k

## TUNING CONTACTS

APR
<a href="http://www.goapr.co.uk">www.goapr.co.uk</a>
Bilstein
<a href="http://www.bilstein.de">www.bilstein.de</a>
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Photograph Jape Tiitinen



Words Davy Lewis Photography Jape Tiitinen

# Exclusive Club

*With around 306 examples ever made, the S2 saloon is one of the rarest Audis you'll find; we tracked one down to the mean streets of Finland – it's been tuned, of course!*











The term 'limited edition' is very rarely used in the right context. I saw some limited edition crisps in my local shop the other day and every other car seems to have a limited edition badge, which is usually nothing more than a few stickers and cosmetic changes. For me, truly limited edition is something that is produced in a very small run. The sublime Sport quattro was one such machine. Perhaps the most deserving of the moniker with a paltry 214 cars produced (that number is now far fewer as some succumbed to various disasters). The Audi 80 quattro Competition that we featured back in issue 006, was another relatively small run of cars, with around 2500 being made. And let's not forget the iconic RS2, which began the whole uber estate craze back in 1994. Ever wondered why there are so few up for sale these days? That's because just 2800 of these stunning, Porsche-fettled, beasts were produced between 1994 and 95 (only 180 in RHD). But, for extreme rarity, there's another 90s Audi that trumps the lot.

From the front it looks like a regular S2; nothing especially rare about that (although they are getting very hard to find). But look to the side and you'll notice it has a bit stuck on the back, otherwise known as a boot (or trunk if you're in the US). Yes, the S2 was available, for a very limited time, as a saloon, or sedan as it was better known. Audi clearly decided that their S-badged, performance version should be a three-door coupe, so they focused on that and the avant. Just 306 booted versions were made, which makes them rarer than a BMW driver who uses his indicators...

The owner of this car, Markku Pääkkönen, takes up the story.

"In 2006 I was participating in an Audiclub Finland race track event in Motopark Virtasalmi Finland. There I saw for the first time an Audi S2 Sedan and realized that it was an ultra rare car. At that

**"I had a dream of owning an S2 sedan one day"**

time I was driving a 1992 Audi 80 and liked the look of a car with few modifications. It had large wheels with lowered suspension and replica RS2 front bumper. Since that time I've had a dream of owning an S2 sedan some day," he comments.

That dream came true when a friend called to say he was selling his S2 sedan. Scarcely able to believe his luck, a deal was duly done and Markku drove home in a piece of Audi history.

Of course, being a 2.2 five-cylinder engine and living in Finland, Markku couldn't leave it stock – even if it was attached to one of the rarest Audis on the planet. That said, the upgrades have all been OEM where possible. A modified RS2 turbo with 50mm compressor wheel takes care of recycling the spent exhaust gasses, while an RS2 exhaust manifold joins the party, together with a custom 3in exhaust system. With a custom modified ECU, this S2 certainly goes well. Markku hasn't had it dyno'd and still has some fine tuning to do with the map, but it's got the potential to be over 350bhp. Not shy in anyone's book.

Markku continues, "With this car the exterior looks just great to my eye. It is not a good idea to change the style of a rare car from standard very much. In this case the exterior modifications are acceptable for me because OEM parts have been used. Engine tuning and keeping the car in good shape are more interesting things for me." This man knows his stuff.

Talking of those exterior upgrades, everything is indeed OEM.





**Clockwise from top:** It's a genuine S2, right down to the dials; 20v lump has been tuned with an RS2 turbo







A mix of S2 and genuine homologation parts have been lovingly added to enhance the saloon's lines. These include an RS2 rear bumper and taillight panel (heavens knows how he managed to get those!). But there's more, look closely and you'll spot the RS2 mirrors – the Porsche Cup units that were fitted to the original avant. Another rare car, the Audi 80 quattro Competition, has given its lower front splitter and rear wing to the cause. The exterior certainly makes you look twice. On first glance you may think it's just an Audi 80 with some RS2 style bits added, but when you get your head around it and realise it's a genuine S2 with genuine RS2 parts added, you realise just how special it is.

When it came to wheels, a car as special as this required something classy and in tune with the 90s design. To be fair, you can't get much more bang on the money than a set of BBS Le Mans. Epic rims in anyone's mind.

Inside the S2 is as you'd expect, bone stock. There's nothing wrong with that – in fact it's perfect for this period project. Markku plans to do some more work on the map and says, "For the near future I am planning some painting jobs, of course finishing the ECU tuning (in summer time), and a lot of small bits to fix."

It's good to know that rare cars like this S2 are being kept alive and truly loved by real Audi enthusiasts. Top work. **AT**



**Top:** An S2 with 4 doors, now that's rare **Above:** Stock gauges

## SPECIFICATION

### Audi S2 Saloon 1994

#### Engine

2.2 20-valve 5-cylinder turbo, engine code ABY, RS2 turbo modified with 50mm billet compressor blade, RS2 exhaust manifold, Siemens DEKA 630 fuel injectors, Bosch 040 fuel pump, custom made 3in stainless steel exhaust piping, Audi OEM 2.5 TFSI ignition coils, engine control unit custom modification

#### Transmission

6-speed manual, full time Torsen four-wheel drive, transmission code CGR

#### Brakes

FRONT: 4-piston Brembo calipers with 318mm discs, standard brake pads REAR: original brakes

#### Suspension

H&R cup kit suspension (shocks & springs)

#### Wheels & Tyres

BBS Le Mans 8.5x18in ET32 (Japan edition look), Continental Conti Sport Contact 5, 225/40 R18

#### Interior

Original

#### Exterior

Audi RS2 side mirrors, RS2 rear bumper, RS2 tail light panel, Audi 80 quattro Competition FIA A5515-94 homologated additional lower part for front bumper, original rear spoiler from Audi 80 quattro Competition with FIA A5515-94 homologated additional mountings for position change of rear spoiler, lower sections of front & rear bumpers painted in body colour

#### Tuning contacts/thanks

Finturbo Oy, Kuopio Finland, JP-Autotuning Ky, Siilinjärvi Finland, Nick "Porkkis" from Audiclub Finland Forum





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Words Davy Lewis Photography ABT

# RAPID RESPONSE

*ABT Sportsline is always quick to the draw when a new car is launched, and their package for the new TTS transforms it into a 370ps TT RS chaser...*

**T**hen latest generation TT has got off to a flying start. Strong sales have been reported and the more angular and aggressive design has found favour with a broad range of customers. We are eagerly anticipating what the RS model will bring – after all the Mk2 was one of the most loved and capable TTs of all time. Part of the appeal is the highly tunable and deliciously sonorous five-cylinder unit. Fortunately, this fantastic unit will be carried over to the new RS – where it will join the new RS3 and RS Q3 as engine of choice.

But for now, we have the TTS to keep us satisfied, and to be fair, it's a cracking car in its own right. The 2.0 TFSI makes a very credible 310ps and 380Nm, which imbues the cool coupe with Boxster worrying grunt. But, if you'd like to liberate a bit more potential from this strong unit, then the team at ABT Sportsline may have the solution.

Their new ABT Power package for the TTS takes power up to a very lively 370ps and 460Nm. This is achieved via the ABT

ABT's focus is on high-quality, subtle upgrades – just the ticket





**“High quality performance  
enhancements”**






Power engine recalibration, which is a simple plug and play affair. It's fully tested, and even benefits from ABT's comprehensive in house warranty. To fully exploit the potential of the potent four-pot, an ABT exhaust system including sports cats and uprated down pipe, helps free up significant power. When you consider these are all, simply bolt-on upgrades, the power increase is even more impressive.

As ever, ABT can supply the full package for the TT, depending on how far you want to go.

ABT upgrades are certainly not the cheapest out there, but what you get are very well-developed, high quality performance enhancements that offer peace of mind. ABT has also worked closely with Audi for many years, so their upgrades are about as close to factory approved as you're ever likely to get (until Audi decides to produce its own upgrades – watch this space!). It's interesting to see how far things have progressed over recent years. It doesn't seem long ago that the 4.2 V8 R8 was considered a fast car, but now, a humble TT can achieve similar power with some very simple upgrades to its relatively small capacity 2.0 engine.

The rest of the TT can be enhanced to complement the power increase. Sports springs and ARBs are also added, together with wheel spacers to widen the track – which also happens to look great. ABT can also offer a range of new wraps, in gloss, matt, pearl or metallic for that truly individual look to your TTS.

A range of wheels are available in 18 through to 20in, depending on what your tastes are.

The exterior additions are subtle, but effective with a lower front splitter adding some drama to the nose, while the rear wing finishes off the back end a treat. Until the RS arrives next year, the S is the most powerful TT we've got, and the upgrades from ABT show just what can be achieved, although of course, there's a lot more potential to be unleashed. Watch this space. 

“The rest of the TT can be enhanced to complement the power upgrades”







**Above:** Subtle additions make a big impact on the TTS **Left:** 2.0 TFSI engine is highly tunable



**Above:** ABT mirror caps are neat

## SPECIFICATION

### ABT TTS

#### Engine

2.0 TFSI, ABT Power ECU recalibration, ABT performance exhaust system with four black tailpipes, with Y-pipe and high-flow cat

#### Power

370PS and 460Nm

#### Transmission

7-speed S-tronic

#### Brakes

Stock

#### Suspension

ABT sports springs -30/35mm, ABT ARBs

#### Wheels and Tyres

20in ABT alloys with 255/30 Continental tyres

#### Exterior

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#### Interior

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## SHOW TIME







Photography AJ Walker

# DUBFICTION 2015

*It may have an unusual name, but the Dubfiction event attracts some of the UK's finest tuned Audis...*

Dubfiction was the brainchild of a fella called Julian Loose. For those of you not immersed in the UK show scene, he's a bit of a maverick. Having built some of the most talked about and indeed controversial cars ever seen, his reputation proceeds him. Inspired by his love of dubs and the iconic film *Pulp Fiction*, you can see where the

name comes from. Julian's philosophy of pushing the boundaries and not worrying about upsetting people is refreshing and led to the Dubfiction crew – a group of like minded VW Audi enthusiasts, with a focus on having a good time, hanging out with other car people and not taking it too seriously.

The Dubfiction event took place near Buxton, in Derbyshire and this







year's event was the best yet. Its all-welcome attitude means it attracts a diverse range of VW Audis, from air-cooled dubs to the latest RS Audis, plus everything in between.

Although the day started off a little damp, this didn't stop the enthusiasts turning up in their hundreds to support the team.

There were traders such as APR with their new truck and display cars,

Syco Graphix and Sole Flavors selling stickers and air fresheners, while main sponsors, Kleen Freaks, were there to supply everyone with detailing products. With some smaller traders selling tools and doing embroidery on car items, there was also a large amount of food caterers selling stone baked pizzas, lamb burgers, a hog roasts and more, all at very reasonable prices compared to some shows.









## SHOW TIME



Trophies were handed out, the DJ spun some summer tunes and there were smiles all round with this chilled event. There was some massive support from crew members over in Holland and Belgium and the guys even had Fabio attend from Luxembourg in his stupidly low static A4. Some other crew members flew in from Spain just to make the event.

Dubfiction is an inclusive show with a great atmosphere, run by enthusiasts for enthusiasts. It's well worth heading to next year. Check out Dubfiction on facebook.







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# DETAILING GUIDE

## Your questions answered

Keeping your Audi in fine fettle involves more than regular oil changes and servicing. The exterior has to contend with all manner of nasties, from bird droppings, to brake dust, tar and many other things that can damage paint. So this month we spoke with master detailer, Greg Spink, at ValetPRO to answer all your questions about cleaning your car the right way, to ensure it stays in tip top condition.



### Why shouldn't I use a sponge to clean my car?

Plenty of people say you shouldn't nowadays but, it's not actually that simple. There's nothing wrong with using a good quality sponge, they are in fact easier to use and maintain than many wash mitts. Sponges are highly absorbent and collect dirt well. When you squeeze a sponge full of water it pushes all the dirt and grit it's collected out. Don't get me wrong, lambs wool wash mitts and the like are fantastic but, it's much harder to get out the dirt and keep them clean. If they're not maintained to a high standard it can defeat the object. A sponge is less effort but, you need to pay out for a high quality one. The real problem comes with cheap car sponges like the '3 for a quid jobs'. Many are abrasive, you can feel that straight away when you pick them up and all they do is scratch your paint or strip your wax. Make sure you steer clear of those and you'll be fine.



### What's an LSP?

One of those annoying industry buzz words. It means last stage protection and refers to the waxes or sealants you apply in the last stage of detailing. Your paint's final barrier to the elements.

### Is there a difference between wax and polish?

A huge difference. A polish is an abrasive (not an aggressive abrasive like a compound) but abrasive enough to clean and refine paintwork. It's a preparation product whereas a wax is a protectant. No true wax is abrasive, it's just there as a sacrificial layer to protect your paint... along with all the hard work and preparation you've put in.



### What's the best way to care for my vehicle wrap?

Mainly regular washing. Unlike paint, vinyl wraps won't benefit from abrasive polishes. I suppose technically you could wax a gloss wrap, but that would depend on the solvents and other ingredients used in your wax. You can use quick detailers on both gloss and matt wraps along with matt paint surfaces but always read the label on your product and, if in any doubt, ask first.



### How do I use snow foam?

Snow foam is great stuff and can be used either through a foam lance on a pressure washer or even a cheap garden sprayer. The idea is that you spray the diluted foam all over your car, wait a few minutes while it breaks down and lifts off dirt, then rinse off so you can go on with your sponge and shampoo. There's two types to be aware of – alkaline and PH-neutral snow foams. Alkaline foam is great for cleaning bug splats and fuel stains but is pretty harsh and can damage wax or sealant layers. That's why I'd only recommend those for professional use or for the guys trying to get right back to the paint. PH-neutral foams are a little milder and safer for continued use, like a nice dusting in the summer, and won't strip waxes.

### Should I use a chamois leather?

It's much better to dry your car with a clean microfibre cloth. Dragging a chamois over the surface of your paint isn't always the best, and many are treated with oils that can leave a nasty smear that you'll have to buff off. Microfibre cloths are cheap enough and much easier to clean – just chuck them in the washing machine when you're done.

### Is it worth investing in a pressure washer?

If you like an easy life, yes, I would. Cleaning isn't much fun without one and they tend to use far less water than a normal hose anyway.







### How often should I wax my car?

A good quality wax or sealant should last up to 3 months, but you shouldn't wait that long to clean your car. Personally I'd recommend cleaning and waxing or sealing once a month to build up a good barrier to the elements, after 3 or 4 applications you'll hit a nice plateau of protection.

### Do I need a special type of wheel cleaner for polished wheels?

It's definitely important to check that your wheel cleaner is safe for your particular wheel finish. There's basically 3 types of wheel cleaner. Traditional acidic cleaners have plenty of power for melting away baked-on brake dust and can be used on the majority of painted and clear-coated rims. That said they are generally corrosive and not something you'd want to use all the time. Never use these on chrome, polished and other sensitive surfaces.

Alkaline cleaners are similar, they're slightly less powerful but effective for the majority of grime and better for regular use on painted and clear-coated wheels. PH-neutral cleaners are the ones you want for sensitive surfaces but traditionally they're not very powerful on baked-on brake dust and heavy grime. Cleaners like our Dragon's Breath are an exception, this one is still PH-neutral but developed with a chemical to physically alter the state of the brake dust turning it into a liquid, which goes pink and can be rinsed off. I'm particularly proud of that one.



### How do I use an electric polisher?

They can be a minefield especially in the DIY market. If you must use one at home, firstly only use a very mild compound, not an aggressive one. Secondly look at the type of polisher. I wouldn't recommend a rotary polisher, many on the market spin way too fast and it's far too easy to melt the paint and rip the pad off if you don't keep it moving. You don't have the same problems with a DA (dual action) polisher, you've got much more control but they can be very expensive for a good one. Polishers are very effective if you know what you're doing but don't forget you've only got the lacquer layer to work with, if you're down to the paint that's way too far.

### Is 100-percent carnauba the best wax I can buy?

Despite some manufacturer claims, no car wax is 100-percent carnauba because you wouldn't be able to use it. Carnauba is about as solid as concrete in its natural form. Most car wax products have a natural wax (like carnauba) content and the rest is a mixture of solvents and other additives that makes it possible to apply and enhances its properties. Of course you can have a product that only contains carnauba and no other type of natural wax as well as all the other stuff, clever marketing could say that's '100-percent carnauba' – but the wax will never be 100-percent of the product.

### What's a sealant?

A sealant is synthetic material developed to protect your paint, basically a man-made version of a wax. Waxes are a natural product, whereas a sealant will be a mixture of manufactured fortified polymers. Some prefer using sealants to waxes, some prefer waxes and some like to use both. As to which is best? It's all down to personal preference. Neither is going to hurt.

### Are spray on tyre shines better than paint on ones?

There's good tyre shines and there's not so good ones. Silicone solvent-based shines are more suited to brush or sponge application because you don't want them misting all over your paint. Water-based dressings are better to spray on because they won't smear on paint and are more easily absorbed into the tyre. The thing to look out for is something that's high shearing, this means it actually gets thicker as your wheels spin so it's less likely to splatter all up the side of your car. Low shear tyre shines get thinner, and that's not ideal.



## Top Tip



### How many stages should there be in the perfect cleaning of a car?

It depends how fanatical you want to be about your detailing, I don't think I have enough fingers to count them all – it's down to preference. For a decent clean that won't drive you mad, a good start would be the following:

- Clean your wheels with a good quality cleaner and rinse
- Prewash; snow foam the whole car and rinse
- Shampoo, rinse and dry the car with microfibre cloths
- Prepare the paint surface with a cleaner, cleanser or polish. Use a clay bar to clear any contaminants if needed. Rinse and dry again
- Wax or seal the paint
- Now do all the other bits, windows, trim etc



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## EIBACH A4 3.0 TDI – TRACK TEST

# CAN IT WORRY AN S4?

*We hit the track in the 3.0 TDI quattro, to see if some well thought out upgrades can make it a credible S4 alternative...*



Judgement day has finally arrived. I arrived at Bruntingthorpe to meet the guys from Eibach, equipped with a plentiful supply of water, as it was to turn out to be the hottest day of the year so far. Not exactly ideal for performance testing a turbo charged car.

Once the usual array of coned events had been laid out and the Racelogic sensors stuck in place with high-tech duct tape, the testing began in earnest.

First off, the tyres and brakes needed

warming through to get all the components up to optimum operating temperature – standard procedure.

If the beaming grin on the test driver's face after the warm-up laps was anything to go by, hopes were high for having made some positive and more critically for Eibach's engineering-lead approach, 'measurable' improvements to the car. I have to confess that just watching the car fly by with its new purposeful Eibach stance, hunkered down on the big Raywell

wheels (hiding equally proportioned Alcon brakes) was an impressive sight – this now looked like a serious performance car. In fact, during a customer visit to their OEM customer, McLaren Cars, Eibach's GM has been asked by staff whether it's the S4 or RS4!

At the start of this test series we asked if a humble TDI could be tuned to make it handle and go as well as (or perhaps even better) than a stock S4. Did we succeed?

Read on to find out...





### Dual lane change

With the car up to temperature, it lined up for the first Double Lane change run. To remind you, the purpose of this test is the simulation of a dramatic obstacle avoidance on a single carriage way, where at a constant speed (no braking, no matter how tempting!), the car passes through one gate of cones and is then thrown brutally over to the next lane and back again. This tests the initial turn in grip, the control over weight transfer and the dampers' ability to stabilise the body motion before the next change of direction – which all occurs in less than a second.

The car passed though without drama at a tame 65mph, however, the speed to beat was 75mph, so the speed was quickly cranked up for the next pass to equal that of the OEM's best. The car passed through with minimal body roll, seeming to dart from one lane to the other – visibly more controlled than the OEM but the tyres

were starting to voice their concerns. A huddle then formed while the chaps from Eibach decided how much faster to go next – normally speed is increased in 5mph increments but the now rather confident engineers announced they were 'going for it' and adding 10mph, thus an 85mph pass.

We all stood a safe distance away and held our breath. I was convinced as the car stormed towards the cones that there was no way it was going to make such a tight manoeuvre at this speed – I almost closed my eyes! To the elation of all around, the car made it through. However, it was clear to all that we shouldn't push it any further, especially as this was the Boss's car. So what was achieved? Apart from the aforementioned 10mph increase in pass speed, the lateral G created increased from a still impressive 0.918G for the standard car to 1.013G for the Eibach car, a 10% increase in grip.



### Slalom

Similar to the Double Lane Change in that it is a series of directional changes but different in the fact that there is no pause for body stabilisation in-between turns, the slalom is simply one steering input, transitioning in to the opposite input, repeatedly. With a well sprung and damped car, we can expect smooth transitions and control through to the end of the event, with poor or slow weight transfer combined with incorrect damping forces, we can expect a car that gets more and more out of shape – getting into what can be best described a resonance, ultimately resulting in it losing its back end.

The standard car equipped itself well on this test, so we know the spring forces were well matched to the damping forces but, what held the car back from being really good was the less than ideal speed of weight transfer. The test driver reported that during the final pass on the standard car at 60mph, he felt that the lag between weight being transferred from side to side was starting to lag behind the steering inputs to such an extent that a slide was imminent. If only he had listened to himself!

As you may remember from the first testing article, it was 5mph faster that the car slid into a cone – putting a big scar down the side of the GMs family car. Eibach is very proud of its design ethos to make cars 'handle' better. Lowering and stiffening (and sometimes softening) the suspension are some of the parameters they have to play with but by no means the 'only' parameters. Benefiting from Eibach Springs, Pro-Street S coilovers and Anti-Roll Bars, this car should not suffer the same latency of response to directional changes as the standard car. High expectations then – and we were not disappointed.

Once the previous maximum of 60mph has been achieved, the temptation was resisted to jump straight to 70mph, as this would also give the photographers chance to get some dramatic shots. The speed was increased in 5mph increments up to a staggering 75mph – can you imagine suddenly slaloming at above motorway speed? – well now you can in Eibach's A4 (although we strongly advise against it!)



## 0-100-0

0-100-0mph is a regularly performed test and for good reasons. As a famous tyre company once said, 'Power is nothing without control' and the 0-100-0mph test assesses the chassis ability to transmit that power, be it from the engine or brakes.

The test from the driver's point of view is a simple one, all they have to do is stamp the throttle to the floor and wait for the 100mph beep from the Racelogic box, then smartly stamp on to the brakes – and we mean stamp! As I have previously mentioned, the acceleration run is not performed like the OEM would do it, i.e. winding the rpm up while riding the brake pedal, slipping one of the S-tronic clutches and then popping the brake. This does result in faster times and impressive book figures (and is therefore the reason this car did not match its book times when tested as standard). Eibach however wanted to show 'real world' acceleration performance,

which is a simple transition from brake pedal to full throttle in an S-tronic car.

The freshly fettled A4 quattro launched cleanly, the Milltek quad exhaust system providing the only real drama. The braking element of the test passed equally without incident (aside from the amusing looking 'brace face' on the test driver as he pushed himself back from the steering wheel). The results however, certainly provided some drama – 0-60mph dropped from 6.57secs to 5.01secs – over a 1.5 second reduction, thanks in the main to Shark Performance and the engine's healthy new 300bhp and 612Nm torque, although all of this is now channelled to the tarmac with far greater capability by the combination of suspension, wheels and tyres improvements. 0-100mph opens the gap between OEM and Eibach even more, dropping 2.38secs to 13.7secs. Everybody at Eibach who has laid eyes on the massive floating Alcon discs and

mono-block 6-piston calipers has had their expectations set very high. Thankfully, their performance exceeded that promised by their aesthetics.

The A4 came to rest only 4.58seconds after the brakes were applied, generating 1.125G while doing so. Both these figures are impressive and a significant improvement over OEM but, the most startling one was the reduction in braking distance from 109.56m to 99.66m, a reduction of 9.90 meters! The equivalent of 2 Audi A6s. So, an improvement in safety, as well as performance – nice!



## Fast Laps

Time for a check over of the car, as the last element to Eibach's standardised testing routine is Fast Laps. As the A4 has taken a great deal of punishment throughout the morning, it's worth ensuring everything is still tight and to the right pressure.

The Fast Lap element of the test is the chance for all the new performance componentry to shine. The process is to begin lapping, watching the lap timer while doing so. It is natural for a driver to 'get his eye in' over a few laps, therefore each lap he gets quicker and quicker. In this case,

Eibach's man was also finding the new limits to car's newly elevated capabilities. Once the lap times stop falling and start repeating, the test is said to be done.

Some of you may remember that the OEM car achieved this steady state at 01:26.85 mins, shortly followed by the brake fluid boiling and the pads almost setting fire! This can't be used as a criticism of the standard braking system, in fact they were very good indeed, they were just not designed for the thermal soaking that occurs due to the repeated hard application

of brakes when driving on a track. The Alcon's however, were designed with the thermodynamics of racing in mind, even after 20 laps (yes, many were done just for fun), there wasn't even a suggestion of fading from them.

Once the test was officially over, I was invited to jump in and enjoy the ride! My first impressions were that the car is still very quiet inside and that the ride was rather good – granted, not what you thought I'd say but when on track, you normally expect a jarring ride and a roaring



engine. That's not to say that it didn't also impress me through the corners though. Thanks to a running commentary from Eibach's engineer, I can now appreciate why Eibach spends so much time preaching that stiffer and lower is not always better.

Bruntingthorpe is not a smooth track by any stretch of the imagination – in fact it has some very unfavourably placed bumps and lumps but this is why Eibach likes it here – it's real. It was one of these mid-corner bumps that brought home to me everything the Eibach guys are always saying to me, "You need bump stroke for the suspension to work."

After you enter the track, there is a 90-degree left, a short straight, followed by a long, fast and sweeping right hand corner. This corner allows the car to really load

up and reach a force equilibrium with the compressed springs and twisted Anti-Roll Bars. It felt good and the roll angle was just enough to get good weight transfer to the outer wheels but that's when it happened – an alarming looking bump suddenly came into our field of vision. Alarming not in size but by the speed at which we would hit it. However, as the event came, the jolt and sideways skip did not occur – sure, we felt it but the car's line remained true.

Later on, the Eibach engineers explained that, as with all their suspension designs, the car was set up with sufficient bump stroke remaining to soak up events like this. Too low a ride height would rob you of this essential suspension travel and result in bumpstop contact over such an event. A hard bumpstop contact at this speed,

mid-corner, would cause an impulse force to be transmitted to the tyres, resulting in overloading and slip – in other words, you'd lose it. So if your aim is a car that truly handles, there is such a thing as too low...

So, after all this, did the car go round the track faster – I think you've already guessed the answer. Yes, 3secs faster at 01:23.08. That might not sound like a lot but imagine a car crossing the line, then count 3 seconds – that's a big difference in capability, especially on a relatively short track. The chicane saw the highest lateral G in cornering on the standard car and has remained the highest force generating event again, except this time 1.033 G was recorded, an increase of 10%, conclusive proof that the Eibach suspension does a very good job.



## Conclusion

So, do I think that Eibach have created a 'credible' diesel alternative to a stock S4? In a word, yes. Eibach's A4 now goes 'nearly' as fast as an S4; dynamically, they are equally good, but crucially it handles better (yes, even on coilovers) and throughout its hard life with Eibach, it's averaged over 40mpg. I have been told of S4 owners getting only 28mpg on motorway runs, in comfort mode! It is also more 'useful' as an everyday car, that avalanche of torque is so good at firing the car into fast following traffic from junctions and also allowing it to cruise in top gear at just over idle on the motorway. Ok, a diesel A4 will never have the big

power tunability of the supercharged 3.0 TFSI V6, and it couldn't live with a car with a remap, but against a stock S4, it can hold its own, certainly in the handling stakes.

It takes a brave company to step up and actually let their products be tested and measured for real, rather than just the usual bold marketing statements. I have however learnt why Eibach were so confident in doing so, they live by these rules anyway – it is still the case that the owner, Wilfried Eibach, will not permit the production of anything that doesn't provide real world improvements to the handling of a vehicle. Not a bad way to run a company

really. Next month, we look at some audio upgrades with Alpine.

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## REVOLUTION MOTORSTORE B8 RS4

*A set of KW coilover springs are fitted to the V8 RS in preparation for some track outings...*



Last time we touched briefly on the KW coilover spring kit, so we wanted to take you through the install of this simple, but effective, way of lowering to an exacting height, without removing the factory pressurised DRC shock absorbers.

Removing the springs without the shock absorbers is a time consuming job as we have to work around them in a clinical manner – we usually just remove the whole corner set up and work off the vehicle for speed.

As you would expect, the KW coilover spring kits work in harmony with the factory DRC suspension but, they are progressively rated springs and not just shortened units. So we were more than confident that we could lower the RS4 without compromising the handling.

So first up are the fronts and thankfully we have the necessary compressed air

clamping tools to get inside the wheel arch to clamp and compress the original springs so they can be slipped over the factory shock absorbers and removed, without disconnecting the high pressure pipework from the DRC system.

We then stripped down the factory top mounts and base cups to install the KW coilover aluminium top mounts, which have a threaded set-up to give us the adjustability when we're setting the height later on. It's a very tight squeeze but, thankfully, our head Tech, Andy, has done these on B7 RS4s and C7 RS6s, so it was done with ease. He then spent his time building up the new mounts onto the factory shocks ready for install.

The rear springs are a separate unit, so it's a lot easier to get the factory springs removed, however re-installing the KW springs with the adjustable spring cups was a super-tight affair. But, with the help of

another staff member and some big biceps, the rears were done in roughly half the time of the fronts.

The next task was getting the ride height spot on without any catching or rubbing – even with our 10x20in OZ wheels and the wider 275 profile Vredestein tyres. We had measured the height of the wheels from the arches before we started and our aim was for a subtle, but effective, 25mm drop. After a bit of movement of the adjustable cups we were satisfied that all was well and went on to proceed for a full wheel alignment set-up on our Hunter alignment equipment.

Setting up on this machine was pretty straightforward but it's the most important part of any vehicle's handling. Andy set about adjusting the rear suspension first then moved onto the front toe and camber adjustments, and after an hour all was ready. Time for a test drive and of course I eagerly agreed to take our pride and joy out





on the public roads.

KW class the springs as uprated by 20% but to be honest, there was no harsh ride to speak of. It cornered really well and the chassis felt more alive. Turn in was much improved and it just shows the benefits of the progressively wound springs and the fact that KW will not release a kit until it's been tested on the exact model they're designed for.

The comfort hadn't changed a bit, yes a little firmer but, you would never notice it on general town driving. When I pushed on harder on the test drive there was zero nose dive under heavy braking and the rear felt more solid under hard cornering as it refused to go light.

So, all in all, a cracking upgrade.

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## AUDITUNER'S A6 3.0 TDI QUATTRO

*The A6 is going really well, in fact it feels like it's been mapped already – and we've found some wheels we like...*



It's been another month of discovery with the A6. Having run autos before and not really got on with them, I was worried I'd miss driving a manual. But the 3.0 V6 and 6-speed Tiptronic box makes a potent package. It's smooth, effortless, and, in Sport mode, delivers lively performance. It's no S-tronic, but it does a good enough job. I've been using it with the paddle shifters too and again, it's all nicely responsive and gives a feeling of being in more control. However, one thing that's been nagging away at me is the performance.

Since the first test drive, I thought it felt quite lively. It certainly pulled harder than the other 3.0 TDIs that I tested. Even on light throttle, there's an urgency that I

didn't expect. When you floor it, the thing just takes off. Chatting to Doug from MRC Tuning, he checked the reg and noticed the previous owner had been an MRC customer with a B5 RS4. Now, people who run RS4s, and have an A6 TDI as their daily, don't tend to leave them standard! So, I'm pretty sure this has a map on it. As soon as I get this mag out of the way, I'll be getting the car over to MRC for further investigation.

I've also been having look at possible wheel upgrades and not really getting anywhere. Anything within my budget didn't suit and as the car's used daily I couldn't justify big money.

It was always going to be tricky finding something that could match the OEM

RS-style split seven-spoke alloys, which I personally love. After a lot of searching, I'd almost given up, when a set of AEZ Straight Darks were sent in for our new products pages. They stood out as they have a concave design with ten-spokes that come right to the edge of rim making them look huge. With full TÜV approval, these German made alloys could be the perfect addition to my German ride.

They come in a cool Graphite matt finish, so I'll be speaking with UK distributor, Wheelwright, to see if they have any in stock.

### Contacts/thanks:

AEZ wheels [www.wheelwright.co.uk](http://www.wheelwright.co.uk)



# TUNING UPGRADES

## AEZ STRAIGHT DARK ALLOY

This new alloy from German wheel specialists, AEZ, is sure to prove popular. It features a ten spoke design with the spokes going right to the edge of the rim, making it look huge. A contemporary, concave style adds to the look, while the gunmetal graphite finish gives it a very classy appeal. Fully TÜV approved, the Straight Dark is available in a wide range of Audi fitments, with popular sizes, from 8x18 through to 9.5x20in, with very reasonable wheel and tyre packages available.

### FROM AEZ

**Price**  
From £1493 (8x18 inc. tyres)

**Contact**  
[www.wheelwright.co.uk](http://www.wheelwright.co.uk)



## REVO MQB INTERCOOLER

Another new product from Revo, this uprated intercooler has been designed to significantly reduce intake temps on the 2.0 TSI/TFSI engine fitted to a wide range of MQB chassis models. It features a bespoke core, with bar and plate design and unique offset 'turbulator' fins that maximise heat dissipation. The inlet/outlet pipes and built-in mounting boss allow it to be fitted to the OEM location for a perfect factory fit. It will also fit all MQB platform Audis, including A3/S3/TT/TTS, as well as various SEAT Leons and Golf GTIs. The perfect hardware upgrade from stage 1 through to 5.

### FROM Revo

**Price**  
£624

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[www.revotechnik.com](http://www.revotechnik.com)



## GAZ CUSTOM DAMPER SOLUTION

GAZ are now able to produce custom made suspension kits to the customer's own specification. They can use donor hubs, recondition them and precision weld them to brand new struts. Where strut inserts are required, GAZ will produce new units from scratch to the customer's specifications including adjustable ride height and adjustable damper rates and supply lowered, uprated, suspension springs. Damper rates are variable by means of easily accessible adjuster knobs. To prevent cavitation and reduce fade the dampers come with a gas cell in the reservoir which is filled with a high viscosity index multi grade oil. If required, the reservoir can be remote from the damper itself (as shown) to enable it to be placed in the airflow to keep it cool under racing and trackday conditions. A neat, bespoke solution for those with specific needs.

### FROM GAZ

**Price**  
POA

**Contact**  
[www.gazshocks.com](http://www.gazshocks.com)



## PB BRAKES ELECTRONIC LINE LOCKS

Many modern Audis are now using electronic handbrakes making fitting a rear big disc conversion next to impossible. Developed as a direct replacement for the OEM part, it requires no modification for fitting – they simply slide onto the standard electronic handbrake motor.

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With most rear brake conversions, particularly on those models that utilise a conventional cable system, a small secondary 'spot caliper' is necessary to lock up the disc for the handbrake. The PB system is the only one where there's no need for any secondary calipers. Currently available for A5/S5, A4/S4, (B8) and A3/S3 (8V) platforms, with more to follow. A simple and effective solution.

### FROM PB Brakes

**Price**  
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[www.pbbrakes.com](http://www.pbbrakes.com)





## NEW PRODUCTS

The latest tuning upgrades for your performance Audi...



### ABT POWER UPGRADES FOR S3

High-end tuners, ABT, have released a new power upgrade for the latest 8V S3. The Power New Generation control unit is an ECU tuning solution that maximises the potential of the 2.0 TFSI, taking power to 370ps and torque to an impressive 460Nm. If you want more, then the Power S control unit will take things to 400ps and 480Nm, with the additional hardware upgrades of ABT exhaust system with down pipe and sports cat. As with all ABT kit it's been rigorously tested and is all very well kit.

**FROM**  
**ABT**

**Price**  
POA

**Contact**  
[www.richtersport.co.uk](http://www.richtersport.co.uk)

### POWEFLEX LOWERING TOP MOUNTS WITH TOP CAPS

Designed and developed with Powerflex by PSI Tuning, these lowering top mounts for the Mk1 TT, A3/S3 8L give a 10mm drop and come with new top caps, so Polo items no longer need to be modified to fit.

The front suspension strut top mount fitted to a range of the VAG models, can suffer if uprated springs and/or shock absorbers are being used. This is caused by the additional loads through the suspension top mounts.

Made using specially formulated polyurethane, it eliminates any softening so holds the top of the strut in position. This means there are no geometry changes under hard cornering and it removes any possibility of knocking.

**FROM**  
**PSI Tuning**

**Price**  
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**Contact**  
[www.psituning.com](http://www.psituning.com)



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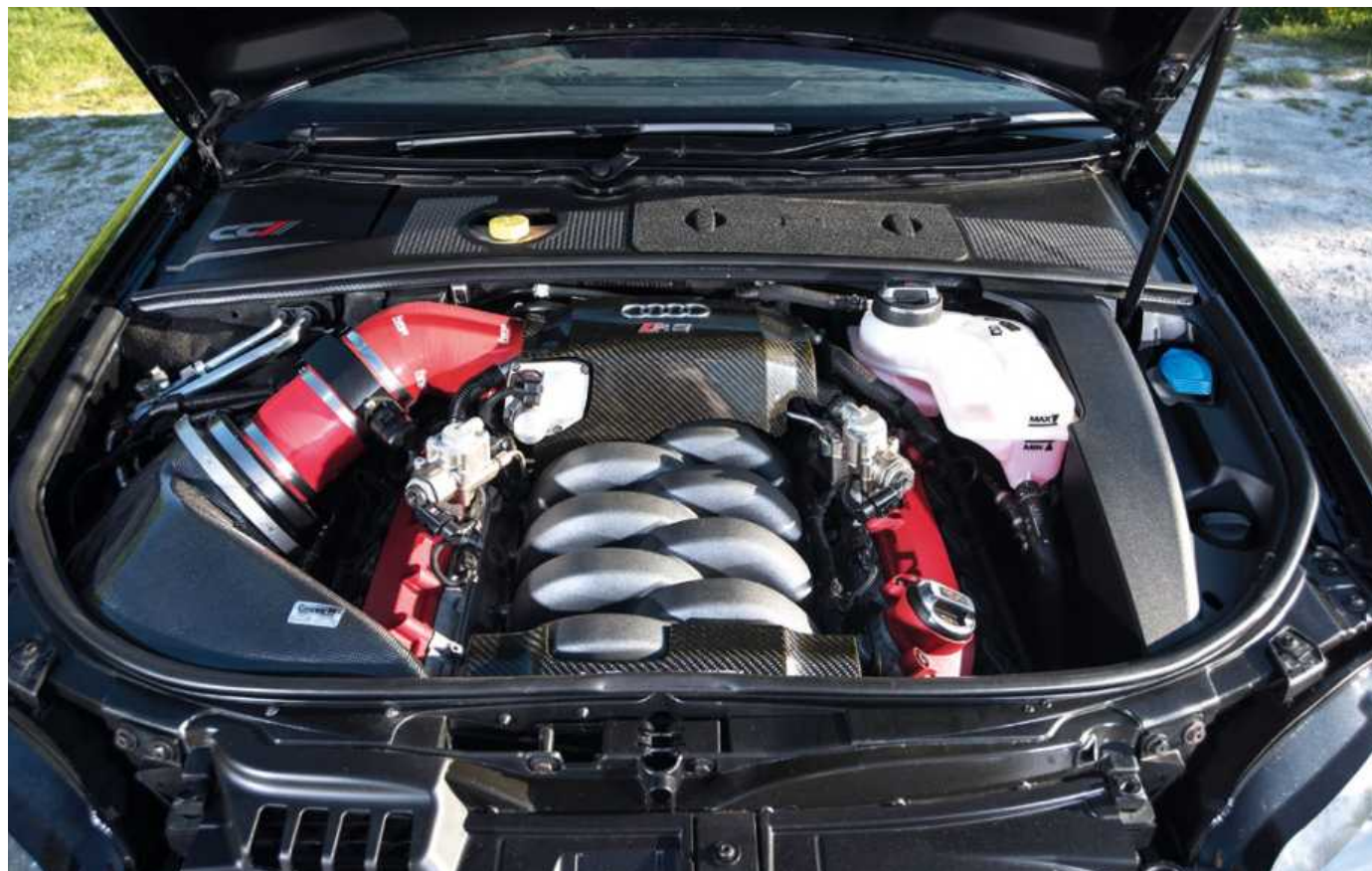


# AUDI RS4 B7 TUNING GUIDE

*One of the best loved RS models ever made, the B7 RS4 has even greater potential with some careful tuning...*

**L**aunched in 2006, the B7 RS4 was a revelation. It featured an all-new aluminium 4.2 V8, which revved to 8000rpm and delivered a claimed 414bhp. But there was more to this car than a sweet engine. The rest of it made equally exciting reading. A proper non-electric steering system which gave great feedback, a sweet 6-speed manual, and it handled fantastically well too. Add to this the understated, muscular looks and it's clear why they sold so well. But, as ever, there's plenty you can do to make these great cars even better. We spoke to some of the UK's top Audi tuners to find out what you need to know...





## Engine

Being naturally aspirated, the 4.2 V8 is never going to deliver huge gains, unless you go forced induction (see later). That said, there's a lot you can do to make the most of what you've got, remove some restrictions and create a car that drives better.

The direct injection 4.2 FSI is a light, high-revving and compact unit with lots of character. Performance is strong, although the factory quoted 414bhp (420PS) is rather optimistic. 380bhp is a far more realistic figure, so bear in mind you're starting from

a lower level before you begin tuning. It delivers smooth and gutsy power and revs to 8,000rpm. A 0-62mph of 4.7sec and top speed of 170+mph (delimited) is very respectable.

Before embarking on any tuning work, there are some known issues that you may need to take care of first.

The first is the build up of carbon in the inlet manifold/intake ports. This is more likely on cars that are not revved to the redline often, where oil builds up around

the inlet valves. It can be fixed with a simple, but labour intensive, carbon clean. Specialists such as MRC Tuning, QS Tuning and others can carry this out for £500-800. The build up leads to a loss of power due to the restriction caused and B7s can be down to 350bhp or even more. There's no point chasing higher power figures if your car isn't even making stock power!

There have been cases of bits of carbon (which is very hard) breaking up and ending up inside the cylinders, leading to engine failure. If it's suffering from rough idling, get it checked out as this can be caused by failed breathers, lambdas, or solenoids – again essential before you begin tuning it. Vacuum leaks can occur, which also manifest themselves as rough idling, hesitation under load and may throw up fault codes (not all cars). It's worth borrowing or investing in a fault code reader such as a Vagcom unit to check the health before you start hunting for extra power. An engine suffering from vacuum leaks and carbon build up could be down to as little as 300bhp. Coilpacks are known to fail, which again will show as poor running issues. Finally with running issues, early cars were subject to an ECU recall to cure a lumpy idle, so check that this has been carried out before you spend money chasing the







problem in other areas.

Oil coolers were fitted as standard, which is great from a performance perspective, however, the pipes can corrode, leading to leaks, so check for any fluid around the cooler, which can lead to catastrophic engine failure if not fixed. An uprated cooler from the likes of Forge Motorsport is a very wise upgrade as this will resist corrosion.

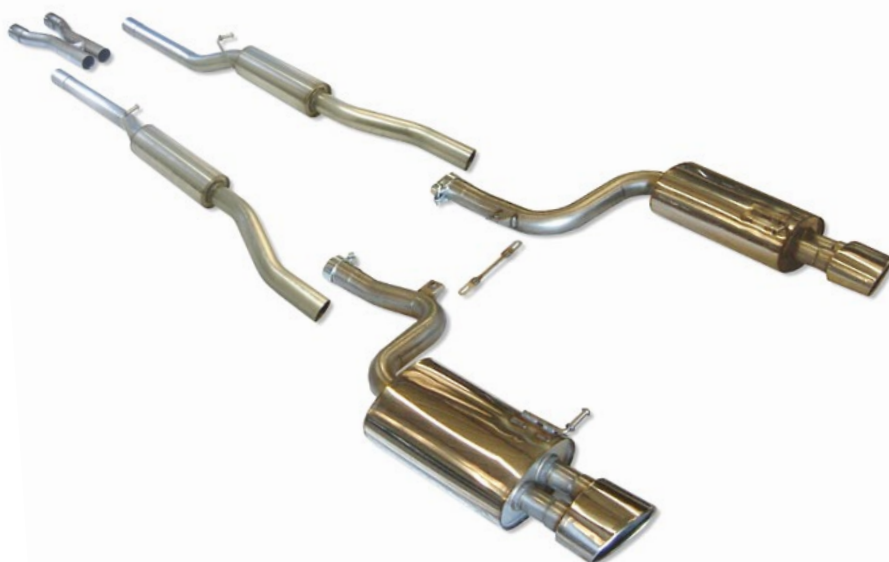
A solenoid opens a set of flaps at 5,000rpm for the exhaust, but these are known to stick shut due to vacuum issues, solenoid or corroded bush in the exhausts worn actuator rods, broken flap arms and carbon build up. The other issue (that is different to exhaust flaps and operate under different conditions) are the inlet manifold flaps. These can have worn actuator rods, broken flap arms, and carbon build up. These are only used on idle for better mixture for emissions. These are not like dual runner manifolds for torque/power gains. Again, it's not the end of the world, but it is another labour intensive (and therefore costly) job to remove them. Most RS4 owners get this done, along with the carbon clean and an ECU remap as a whole package. At this point it makes sense to have a performance exhaust fitted as a remap will be needed if the lambda sensors do not have 400 cell cats before them. Not only will a larger bore, freer flowing exhaust system allow the engine to breathe better, it will also transform the sound it makes. There are many systems available, from Milltek who have about every option

available for whatever sound you want and Scorpion, to some truly evil sounding non resonated systems from Capristo and AWE. You can go for a simple cat back set-up; a full system with high flow downpipes and sports cats, or go the whole hog and fit a de-cat system. This will create the most gains, but will need swapping come MoT time.

Be careful with aftermarket induction kits as these can change the calibration of the maf and this needs to be corrected in the remap to correct mixture and any part throttle hesitations. Any increase in airflow from these can be negated by them being open and sucking in hot air from the engine bay. A quality inlet system with carbon fibre air box from the likes of AWE, Gruppe M, APR and others will help to feed the engine more effectively, while again making a nice

noise as it sucks in air on the throttle. They look great in the engine bay.

NA tuning will never give huge gains and for many, just getting the factory quoted figures will be enough. For significant gains, you'll need to consider forced induction. Several supercharger kits have been produced for the 4.2 V8 including units from APR, PES and TTS Performance, but the TTS kit is the only one currently available. All offer a full bolt-on solution that includes cooling system, all pipework, brackets, inlet manifold, pulley, belts, hoses and fuel pumps. With the correct mapping, a supercharged B7 RS4 can make up to around 600bhp, depending on fuel, conditions, map and other variables. You'll need a decent budget though. A fully installed TTS kit retails for £11,400 plus fitting and mapping.







## Transmission

The 6-speed manual gearbox is a strong and reliable unit and should stand up to big power upgrades, although an uprated clutch such as a Sachs or Loba unit will be required. Stock clutches should last to around 40k miles, but hard used or tuned cars will wear their faster. A quick shift can improve the throw with JH Motorsports shifters available.



## Suspension

Although a far cry from the weaknesses found with the C5 RS6, the RS4's adaptive suspension can still throw up issues. If damper fails it's around £250, plus £140 for hydraulic lines, so it makes sense to upgrade

to coilovers. KW Variant 3s are one of the best systems available, offering a multitude of adjustability, from nice and compliant for the road, to a harder set-up for track. A drop of around 30-35mm will provide the best ride characteristics, although you can go lower if you accept a compromised ride. As with all suspension upgrades, a full geometry set-up is vital to get the most out of it.

As ever air-ride system are available, and depending on your viewpoint are either a great solution to a problem or a complete waste of time on an RS4. Air-Lift Performance, and AirRex offer systems for the B7 platform, with companies such as Plush Automotive able to install them.



## Wheels

The B7 RS4 came with 9x19in alloys as standard with an ET29 (although 18s were an option). With 255/35 rubber, they suit the car, but many people will want to upgrade. A set of lighter 19s makes sense as any reduction from the unsprung mass makes a big difference to the way the car handles. There are several respected brands to look out for depending on your budget. At the top of the tree is stuff like ADV.1, Avant Garde, HRE and Vossen offering a multitude of stunning, forged wheels from the US. The optimum size is 9x19in for handling, but we've seen cars with 10x20in fitted (although this will take some work). BBS and OZ are all well suited to the RS4, as well as high-end Audi-specific MTM and ABT models. OEM items such as the A8 RS4 look, B8 RS4 (with spigot rings) and C6 RS6 also work well and there are literally hundreds of more 'style-focused' designs from the likes of Rotiform.



## Brakes

As you'd expect the RS4 came with decent stoppers. The 365mm discs and 8-pot Brembo calipers do a great job on the road, stopping the 1650kg car with ease. If it's been used hard, then discs can warp, developing a lip, which will create judder under braking. With OEM discs and pads up to £2k from a main dealer, this is the time to upgrade to performance items. Brembo and Performance Friction offer larger 380mm steel discs, with pads, for around £1200. For hard use on track, then some bigger brakes that resist heat build-up are a wise move. AP racing, Brembo and Motul all make kits for the RS4. We've also seen Porsche Cayenne brakes used – if they can stop a lardy big SUV, they'll have no trouble with an RS4, and add braided lines.

The ultimate brake upgrade is a set of carbon ceramics (an option on the RS4). If they're off an S8 or R8 they'll need adapting to fit, but will offer serious, fade free stopping power, create very little dust and look amazing to boot. Figure on around £3,500+ for a used set on eBay or advertised on popular forums. Also look at the high-end Motul carbon kits.





## Inside

If you're fortunate to have an RS4 with the wing back Recaro sports seats, then lucky you – cos these are some of the finest seats ever made. If not, you can fit a set, but factor on at least £2k (assuming you can find a set). With early B7 interiors getting on for nine years old now, they do tend to wear, so a retrim is a good option. A full front and rear seat retrim in leather and or Alcantara, including door cards, starts from around £3k rising to £5k+ if you want the pillars, gear gaiter, dash and centre console doing – a significant outlay, but it will make your car feel like new inside. OEM steering wheels had a silver plastic bottom section that can also wear and perhaps isn't in keeping with the high-end feel to the car. A

replacement flat bottom wheel with carbon section can be sourced, although you'll need to budget at least £500, plus another £200 or so to have it fitted. Companies such as Awesome GTI can do this, but it's quite involved making sure the multi function buttons all work correctly. A later spec B8 RS4 wheel is another option, but again this would be around £1000 fitted.


## Exterior

The outside is bang on the money. Wide arches give the B7 a muscular look and with deep vents to the front bumper and trademark oval tailpipes at the rear, they look great. But there are things that can be improved upon if you so wish.

If your RS4 didn't come with the Black Optic pack, then you'll have chrome window surrounds, front grille surround and roof rails (avant only). These can easily be wrapped to a matt black finish or even painted. The RS4 is pretty stealthy anyway, but some owners removed the RS badges for the ultimate wolf in sheep's clothing – although those that know will still spot the wide arches, front bumper and oval tailpipes. Many people choose a full wrap, to make their RS stand out, but also to offer protection. There are a number of approved 3M dealers that can transform your car in a day from around £1200.

There's also plenty of carbon available to liven up your B7, from the likes of Carbon Goodies.co.uk, including front lower splitter, to badges, wheel centres, B and

C-pillar covers, and boot strip. A few RS4s have popped up with vented bonnets, particularly supercharged cars, which run

quite hot. The effectiveness is debatable as air flow is a complex area, but they certainly look mean. 





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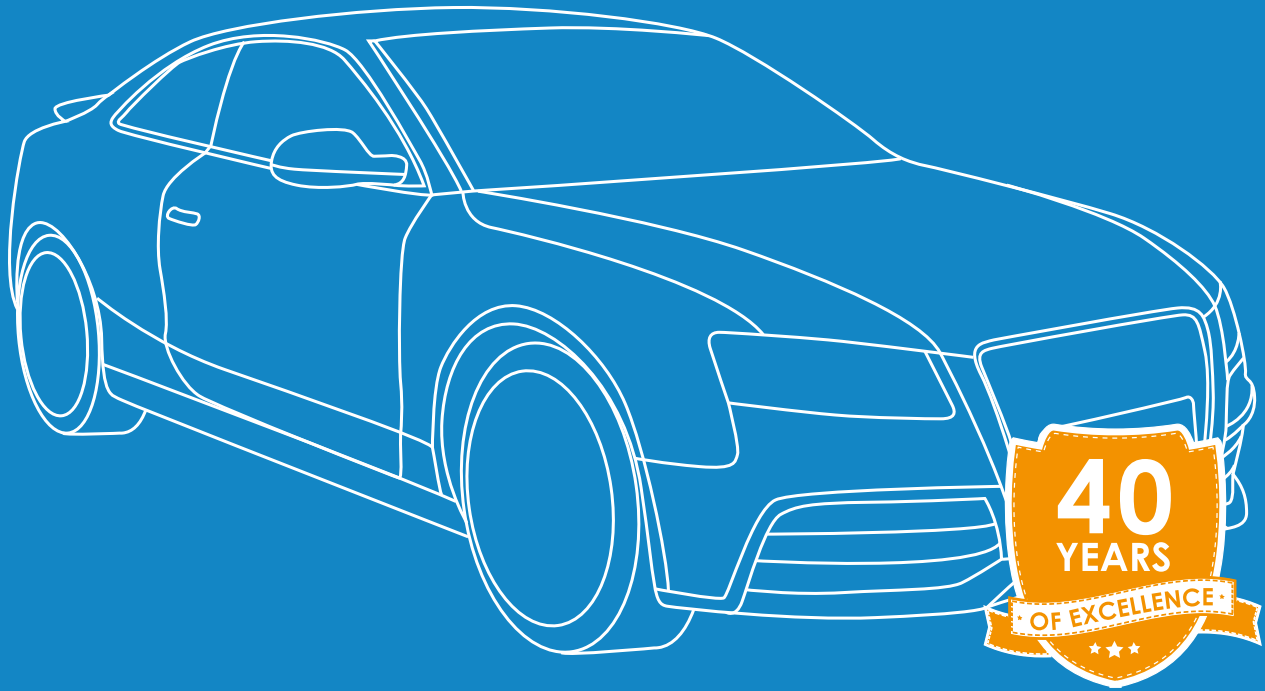
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# READERS' GALLERY

*Share your performance  
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**W**e want to see your cars! So whether it's a tidy S3, a highly tuned RS6, an immaculate Ur-quattro, or something else with an Audi badge, send us your pics. We need no more than three, good quality, high-resolution images (at least 1MB), plus some info on the car. We'll pick our favourite cars each month and publish them in the magazine. Email your images to [davy@audituner.com](mailto:davy@audituner.com).



**Top:** Dan Harney's A5 3.0 TDI  
**Above:** Mark's B7 RS4



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**Top:** Grant John's A4 TDI **Above:** Lee's S3



**Top and above:** Martin Challice's B5 S4





# CLUBS

Here's our pick of the best Audi clubs, websites and enthusiast pages on the web. If you'd like to be included, drop us an email – [davy@audituner.com](mailto:davy@audituner.com)

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## EVENTS

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### BILSTEIN BARBECUE – 20 September

Respected suspension manufacturer, Bilstein, are holding an Audi-only barbecue event at their Leicester HQ. Some of the finest UK cars will be in attendance, with plenty of space for parking up. We'll be there, too and we're expecting a great turnout. Keep checking Bilstein's twitter account for updates as well as our own on AudiTuner's facebook page.

**Bilstein, Vitrius Way, Leicester LE19 1WA**  
**@bilstein\_uk**

### AUDI DRIVER INTERNATIONAL – 17 October

The track based event for Audi enthusiasts. Castle Combe, Wiltshire

[www.audidriverinternational.co.uk](http://www.audidriverinternational.co.uk)

### VAGTUNER LIVE – 25 October NEW!

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Photography Gareth Spiller

# GTI INTERNATIONAL

*Now in its 28th year, GTI International is still going strong; we went to check out the action...*

**G**TI International is one of the most established VW Audi shows on the show calendar. Since its birth back in 1988 at Knebworth Park, it's had several homes including Bentwaters Park and Bruntingthorpe, but the current venue is Shakespeare County Raceway. It's a centrally located place with easy access and the huge bonus of a dedicated drag strip. In fact, the strip provides the centrepiece to the show, with all manner of tuned VAG cars being put through their paces. With on-site camping, plus a large trade support, it's still one of the main events for VW Audi enthusiasts.

Although there was torrential rain on Friday evening, come Saturday, the sun was out and it was all good. Plenty of happy faces, some fantastic cars and a nice vibe to the place.

The campsite was lively and the beers were flowing on Saturday night, which meant a few sore heads come Sunday.

After another day of fast paced action on the strip, plus the usual show and shine competition, the show drew to a satisfying close.

It was good 'un, which is a fitting tribute to the man behind it, Paul Harris, who sadly passed away just before the event took place.









## THE DRAG STRIP

With a fully prepared quarter mile strip, glorious weather, and some big power and well set up cars, the strip was busy on both days. Audi highlights were the Dialynx Audi 80 hillclimber, which although running a 'little' 1.4, punched well above its weight with several runs in the low 10s. The Sport quattro on the Dialynx stand also put in some respectable times, and was a real crowd pleaser as the 5-cylinder warbled and snorted its way up the strip. Epic stuff.

MRC Tuning brought several cars, including a C7 RS6 which hit consistent

mid-tens all day. An Eastern European S2 made the trip across the Channel and proceeded to nail a best time of 10.3sec, before the team all went off to get on the beers. Fastest car of the event was Paul Jordan's stunning Mk1 Scirocco with Berg Cup kit hitting a 10.2.

It wasn't all about the ten-second cars though – lots of people raced their mates in everything from stock A4s through to highly tuned RS6s. Revo's S7, which we tested back in issue 5, looked particularly awesome with the rear squatting as it launched off the line.







**“A great event packed with some of the UK’s finest Audis”**





## SHOW TIME



### THE TRADERS

The VW Audi tuning scene is huge and this was reflected in the great turnout of traders. The biggest and most respected names in the UK tuning scene brought stands to showcase their latest range of performance products, along with some seriously capable cars.

APR has invested in a state of the art unit which certainly made a big impression. Revo were displaying their new range of hardware upgrades, plus some exciting development cars. MRC Tuning brought a bunch of cars along to prove just how effective their custom tuning can be and Richter Sport, Milltek, KW, Bilstein and many others were all in attendance.

It was a great place to get advice and check out new performance parts, with plenty of show goers hammering their credit cards!





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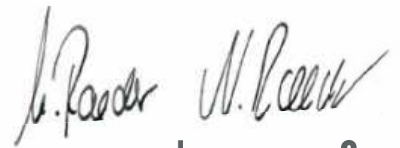
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